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LAND USE ELEMENT SUMMARY REPORT



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The City of Seal Beach is located within the Los Angeles Basin in Western Orange County. The City's planning area contains over 11 square miles of land. Seal Beach is bounded by the Pacific Ocean, the cities of Long Beach, Los Alamitos, Garden Grove, Westminster, Huntington Beach and the unincorporated county territories of Rossmore and Sunset Beach.

POPULATION PROJECTION

A very limited population growth of 2680 can be expected to occur within the City on the basis of policies proposed in the Land Use Element. The coastal area can be expected to increase approximately 1400 people if this area develops to the density proposed within the Land Use Element. The small parcel of land designated as low density residential located behind Marina Hill would add approximately 800 people. The high density residential area located directly behind the Rossmore Center can be expected to increase approximately 330 new residents, and the medium density land use in the College Park East neighborhood can be anticipated to increase approximately 150 additional people to the City. When these situations occur, the population for the City can be expected to rise from a present population of approximately 27,400 to 30,080.



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LAND USE SUMMARY TABLE

	Existing Acres	Additional Proposed Acres	Total Acres
<u>Residential</u>			
Low	602	40	642
Medium	599	6	605
High	143	13	156
<u>Commercial</u>			
Professional Office		3	3
Service	54	5	59
General	170	28	198
<u>Industrial</u>			
Light	71	60	131
Oil Extraction	100		100
<u>Quasi-Public</u>			
Golf Course	208		208
<u>Public</u>			
City Parks	12.7	25.5	38.2
Special Use Recreational	10.5		10.5
City Schools	18.4		18.4
Flood Basin Regional Park	38.0		38

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Beaches	52		52
Fire Stations	1		1
Civic Center	0.6		0.6
City Yard	3	- 0.3	2.7
P.E. Right-of-Way	8.2		8.2
<u>Military</u>			
Naval Weapons Station	5000		5000
<u>Vacant</u>	<u>180.2</u>		<u>180.2</u>
TOTAL	7271.6		7271.6

RESIDENTIAL LAND USE

LOW DENSITY RESIDENTIAL PROPOSALS (Minimum lot area of 5000 sq. ft. per dwelling unit) The density classification allows for the typical subdivision patterns found throughout Southern California.

MEDIUM DENSITY RESIDENTIAL PROPOSALS (Minimum lot area of 2500 sq. ft. per dwelling unit; minimum lot area of 1875 sq. ft. per dwelling unit in District I south of Pacific Coast Highway) The medium density classification allows for a number of housing types: single family housing in clusters, town houses (i.e., a group of dwellings with common walls), two family housing arrangements on single lots, and other similar forms of multiple family housing.

HIGH DENSITY RESIDENTIAL PROPOSALS (Minimum lot area of 1350 sq. ft. per dwelling unit; minimum lot area of 1250 sq. ft. per dwelling unit in District I south of Pacific Coast Highway and Marina Drive) This density classification allows for the highest density considered appropriate for Seal Beach. The intensity of developments at this density requires detailed consideration of traffic circulation, relationships of larger buildings to each other and to open spaces, and the provision of usable outdoor living areas for residents.

It has been determined that the concept of high rise development and the densities associated with such structures is not in accord with the goals of the community. This residential classification will allow for the development of a two unit, or duplex, on the average lot in the Coastal area.

COMMERCIAL LAND USE

This proposed land use plan identifies locations for the following commercial categories: professional office, service, and general.

The existing commercial areas of the City vary widely in their appeal to the various sectors of the Community. The Rossmoor Center primarily serves low density single family neighborhoods with relatively large families. The Leisure World shopping area serves Leisure World residents, and the Pacific Coast Highway serves both local residents and transient shoppers. The Main Street commercial serves both local residents and, to some extent, beachgoing people from other areas. The diversity in market attraction of the various commercial areas indicates that each area should be treated differently than any of the others due to the particular clientele of each.

PROFESSIONAL OFFICE LAND USE

A variety of activities are covered by the proposed office category, including professional and medical offices of all types, architects, engineers, real estate and insurance offices, banks, savings and loan establishments and other types of financial activities.

SERVICE COMMERCIAL LAND USE

The uses in this category would consist of commercial establishments selling a broad range of convenience and consumer goods or providing a variety of personal services. The structures involved would usually be of two main types: (1) those that are located along the streets with relatively heavy pedestrian traffic along the sidewalks, with the stores usually close to the right-of-way line, and (2) those establishments to which the customer travels by automobile, and where the stores may be set back from the road, possibly in a unified development, to provide parking.

GENERAL COMMERCIAL LAND USE

The proposed general commercial land use category is primarily a highway oriented type of commercial use typified by the following uses: automobile service stations, automobile sales, automobile repairing, motels and hotels, restaurants, and other related uses.

INDUSTRIAL LAND USE

Categories for light industry and for oil extraction are the only industrial land use categories that are felt appropriate for the City of Seal Beach.

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PUBLIC LAND USE

Public uses involve a wide range of places, buildings, activities and services rendered by public agencies in behalf of the general public. Administrative, educational, cultural, recreational and protective activities are the usual public uses included in this land use category.

The primary public land uses designated on the Land Use Map for Seal Beach are Parks and Open Space, Beaches, Schools, Civic Center, City Yard, and the Pacific Electric Right-of-Way.

MILITARY LAND USE

The function of the Seal Beach Naval Weapons Station is to provide the Navy and Marine operating forces with ordinance weapons and ammunition. The Seal Beach Naval Weapons Station occupies approximately 5000 acres of land, located on the eastern boundary of the Seal Beach community.

IMPLEMENTATION

Existing Zoning Ordinance

The zoning ordinance will have to be reviewed to determine whether the standards and regulations are in conflict with the Land Use Element. Where conflict does arise, the zoning ordinance and map should be revised to reflect the requirements of the Land Use Element. There may be areas where both the zoning ordinance and the Land Use Element are in general agreement, but that the zoning ordinance will need to be strengthened to add support to the Land Use Element. This type of analysis can be carried out with an in depth revision of the zoning ordinance and map.

Capital Improvements Program

One of the most important tools for implementing the Land Use Element is a program for capital improvements.

A priority system should be established to determine which projects within this Land Use Element are to be specifically planned for and developed within the context of the Plan. It is then the responsibility of the City Administrator to make a final determination as to which projects will be included in the fiscal budget for submission to the City Council.

The following is a list of projects arranged in order of their perceived priority in the context of the Land Use Element.

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1. Heather-Lampson Park
2. Pacific Electric Right-of-Way
3. Main Street (improvements in the public right-of-way)
4. County Flood Basin, joint use for park and flood basin

Pacific Electric Right-of-Way

A specific plan should be devised for this parcel designating it as a park and public use area with limited commercial and residential parking attendant to adjacent land uses. The question of what to do with this parcel has become a central issue, and therefore should be resolved, planned for, and then constructed.

Main Street

The perceived needs to aid in creating a unified, attractive, and inviting commercial environment have been discussed in detail in the Commercial Land Use section. A specific plan is now needed to research economic questions and then to formulate a design based both on aesthetics and on economics.

Los Angeles Department of Water and Power

This parcel of land, due to its critical location and impact both on economics for the community as a whole and as a physical impact on adjacent property, should be carefully planned for and developed as a whole unit much like the planned unit concept now used for residential developments.

Redevelopment Agency

The future use of the Redevelopment Agency can become a prime mover in implementing the provisions of the Land Use Element, providing funds for public facilities where needed. Due to the present development of lands that are within the Agency boundaries, the Agency has a tremendous bonding capacity to see that dollars are available for necessary public facilities.

Updating and Periodical Review

The Land Use Element should be reviewed periodically to ensure that it remains current. If unanticipated conditions warrant, the Plan can be amended following technical study and public hearings by the Commission and Council.

LAND USE ELEMENT

SEAL BEACH CALIFORNIA

HAWORTH/ANDERSON/LAFER
URBAN PLANNERS

RESOLUTION NUMBER 2258

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SEAL BEACH ADOPTING A LAND USE ELEMENT TO
THE GENERAL PLAN OF THE CITY OF SEAL BEACH.

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

- WHEREAS, the California State Conservation Planning and Zoning Act (Title 7, Chapter 3, Article 5, Section 65302) sets forth enabling legislation for a Land Use Element; and
- WHEREAS, the City of Seal Beach has employed the planning consulting firm of Haworth, Anderson and Lafer to revise the Land Use Element to the General Plan for the City of Seal Beach; and
- WHEREAS, the planning consultants have worked closely with the City Council, Planning Commission, city staff and general public in order that community direction be properly defined; and
- WHEREAS, the preliminary Environmental Impact Report and proposed Land Use Element to the General Plan for the City of Seal Beach were considered by the City of Seal Beach Planning Commission at public hearings on August 29, 1973; and
- WHEREAS, the Planning Commission approved the Environmental Impact Report by Resolution No. 771, and approved the Land Use Element by Resolution No. 772; and
- WHEREAS, the City Council considered the proposed Land Use Element at a public hearing on Monday, September 24, 1973, and voted to refer four specific items to the Planning Commission for further study; and
- WHEREAS, the Planning Commission considered the four items at a meeting on Wednesday, October 10, 1973, and reported back to the City Council recommendations on the items;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt the Land Use Element to the General Plan attached hereto as Exhibit "A" and made a part hereof.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting thereof held on the 29th day of October, 1973, by the following vote:

AYES: Councilmen Blackman, Dunn, Holden, McKee, Sees

NOES: Councilmen None

ABSENT: Councilmen None

Thomas E. Blackman
Mayor

ATTEST:

Jerry Weid
City Clerk

RESOLUTION NO. 2329

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SEAL BEACH ADOPTING AN AMENDMENT TO THE
LAND USE ELEMENT OF THE GENERAL PLAN.

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

WHEREAS, the City Council adopted a revised Land Use Element of the City's General Plan on October 29, 1973; and

WHEREAS, State law requires that general plans and zoning be consistent; and

WHEREAS, when the revised Land Use Element was adopted no provisions were included relating to the creation of Planning District VI, comprised of the Rossmoor Business Center, and perscripting certain densities in the High Density Residential Zone of said district; and

WHEREAS, District VI has been created and amended into the Zoning Ordinance; and

WHEREAS, the Planning Commission has conducted a public hearing and does recommend the proposed amendment in order that the general plan and zoning be consistent;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt an amendment to the Land Use Element of the General Plan attached hereto as Exhibit "A" and made a part hereof.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting held on the 24th day of June, 1974, by the following vote:

AYES: Councilmen Blackman, Dunn, Galden, McKeel, Jones

NOES: Councilmen None

ABSENT: Councilmen None

Thomas E. Blackman
Mayor

ATTEST:

Judith Weir
City Clerk

AN AMENDMENT TO THE LAND USE ELEMENT OF THE
GENERAL PLAN OF THE CITY OF SEAL BEACH ADDING
A PLANNING DISTRICT 6, CONSISTING OF THE ROSS-
MOOR BUSINESS CENTER AND PRESCRIBING A MINIMUM
OF 960 SQUARE FEET OF LOT AREA PER DWELLING UNIT
IN THE R-3 HIGH DENSITY RESIDENTIAL ZONE OF DIS-
TRICT 6.

The following underscored statement is added to page 19 of the Land Use
Element of the Seal Beach General Plan.

HIGH DENSITY RESIDENTIAL PROPOSALS

(Minimum lot area of 1350 square feet per dwelling unit)

(Minimum lot area of 1250 square feet per dwelling unit in District
1 south of Pacific Coast Highway and Marina Drive.)

(Minimum lot area of 960 square feet per dwelling unit in District
6, consisting of the Rossmoor Business Center.)

This density classification allows for the highest density considered
appropriate for Seal Beach. The intensity of developments at this
density requires detailed consideration of traffic circulation, rela-
tionships of larger buildings to each other and to open spaces, and
the provision of usable outdoor living areas for residents.

RESOLUTION NO. 2529

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEAL BEACH ADOPTING AMENDMENTS TO THE LAND USE ELEMENT OF THE GENERAL PLAN DEALING WITH PUBLIC FACILITIES AND TO DESIGNATE THE EXISTING CITY YARD SITE FOR RESIDENTIAL USE.

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

WHEREAS, the Land Use Element of the General Plan was adopted in October, 1973; and

WHEREAS, the Land Use Element did not make provisions for a new police station or the relocation of the city yard; and

WHEREAS, it is now possible to relocate the police station and city yard in a more central location to better serve the needs of the residents; and

WHEREAS, the new location is compatible with surrounding land uses; and

WHEREAS, the existing city yard site is surrounded by a planned residential community; and

WHEREAS, the existing city yard site should be designated for medium density residential uses compatible with surrounding land uses; and

WHEREAS, a negative declaration was prepared for the project and the project has no adverse effect upon the environment; and

WHEREAS, the Seal Beach Planning Commission, by Resolution No. 973, recommended to City Council the adoption of the amendments to the Land Use Element.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt the amendments to the Land Use Element attached hereto as Exhibit "A" and made a part hereof. The City Clerk shall place an endorsement upon the amendments shown herein to designate that they have been adopted by the City Council of the City of Seal Beach on even date herewith.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting thereof held on the 12th day of April, 1976, by the following vote:

AYES: Councilmembers Dartow, Dickinson, Hildner, H. K. Kees

NOES: Councilmembers None

ABSENT: Councilmembers None

[Signature]
Mayor

ATTEST:

SUMMARY TABLE OF EXISTING AND
PROPOSED LAND USES IN ACRES

Change is expected to occur within the City, mainly in the Coastal District where the impact of a beach attraction for visitors and an inviting residential environment exist. The remaining portions of the City are considered to be stable and of a high quality so that no substantial change is anticipated within the life span of the Land Use Element, 1985.

LAND USE TABLE

The following table depicts the existing and the proposed land use acreages for each land use category.

<u>Residential</u>	<u>Existing Acres</u>	<u>Additional Proposed Acres</u>	<u>Total Acres</u>
Low	602	40	642
Medium	599	9	608
High	143	13	156
<u>Commercial</u>			
Professional Office		3	3
Service	54	5	59
General	170	28	198
<u>Industrial</u>			
Light	71		
Oil Extraction	100	55.2	126.2
			100
<u>Quasi-Public</u>			
Golf Course	208		208
<u>Public</u>			
City Parks	12.7	25.5	38.2
Special Use			
Recreation	10.5		10.5
City Schools	18.4		18.4
Flood Basin			
Regional Park	38.0		38.0
Beaches	52.0		52.0

LAND USE TABLE (cont.)

<u>Public</u>	<u>Existing Acres</u>	<u>Additional Proposed Acres</u>	<u>Total Acres</u>
Police Station		1.5	1.5
Fire Stations	1.0		1.0
Civic Center	.6		.6
City Yard	3.0		3.0
P.E. Right-of-Way	8.2		8.2
<u>Military</u>	5000		5000
<u>Vacant</u>	<u>180.2</u>		<u> </u>
TOTAL	<u>7271.6</u>		<u>7271.6</u>

Also shown on the Land Use Element is a greenbelt buffer system located along the northern and western boundary of this proposed residential area to both buffer future residential neighborhoods from the adjacent oil extraction and to provide a continuous landscape link from the Gum Grove Park to Pacific Coast Highway. This landscape buffer could then serve as a bicycle and a hiking link from the Coastal Area to the Gum Grove Park.

MEDIUM DENSITY RESIDENTIAL PROPOSALS

(Minimum lot area of 2500 square feet per dwelling unit)

(Minimum lot area of 1875 square feet per dwelling unit in District 1 south of Pacific Coast Highway)

The medium density classification allows for a number of housing types: single family housing in clusters, town houses (i.e., a group of dwellings with common walls), two family housing arrangements on single lots, and other similar forms of multiple family housing.

Existing Medium Density Residential

There are three existing medium density areas in the City: Leisure World, Suburbia, and the residential neighborhood located between the Coast Highway, the Pacific Electric Right-of-Way, Seal Beach Boulevard, and Twelfth Street. The residential neighborhoods of Suburbia and Leisure World are very stable areas that are not subject to change during the life span of the Land Use Element. The medium density residential neighborhood in the Coastal Area is less stable, experiencing at the present time a transition from fairly low densities to higher residential densities. This transition is due mainly to the combination of rising land costs, older structures, and a tremendously inviting beach environment.

Proposed Medium Density Residential

At present, there are four areas of proposed new medium density residential development and private rehabilitation within an established medium density neighborhood. The area under private rehabilitation is the neighborhood in the Coastal Area

bounded by the Pacific Coast Highway, Seal Beach Boulevard, the Pacific Electric Right-of-Way, and Twelfth Street. This area is proposed to remain as medium density with a minimum lot area of 1875 square feet per dwelling unit. This lot area will facilitate the consolidation of lots so that a combination of one and a half lots will allow a duplex or two-unit structure. A small portion of this residential neighborhood is designated as high density (standards discussed in following section), the frontage lots along Electric Avenue and Twelfth Street.

The second area proposed is the 7.85 acre parcel located on Lampson Avenue in College Park East. A minimum lot area of 2500 square feet per dwelling unit is proposed for this parcel.

The third medium density residential area is the Department of Water and Power parcel in the Coastal District. This parcel due to its unique location has generated intense interest within the community and due to the unique location it is felt that further study is required to determine the exact proportions of uses for this parcel. The recommended uses include medium density residential, commercial, and parkland. Since this parcel is critically located both for private development and for public use, a planned unit concept with strict design standards should be applied by the City to assure a high quality development.

The fourth medium density residential area is approximately 3 acres of land now utilized as the City Yard. Upon relocation of the City Yard to a more centralized location this site could be redeveloped with residential units that would be compatible with those found in Bridgeport.

HIGH DENSITY RESIDENTIAL PROPOSALS

(Minimum lot area of 1350 square feet per dwelling unit)
 (Minimum lot area of 1250 square feet per dwelling unit in District I south of Pacific Coast Highway and Marina Drive)
 (Minimum lot area of 960 square feet per dwelling unit in District VI, consisting of the Rossmoor Business Center)

This density classification allows for the highest density considered appropriate for Seal Beach. The intensity of developments at this density requires detailed consideration of traffic circulation, relationships of larger buildings to each other and to open spaces, and the provision of usable outdoor living areas for residents.

It has been determined that the concept of high rise development and the densities associated with

to help alleviate the park deficiency in that neighborhood. Through conscientious design methods, the City can create very desirable and usable park spaces at the present and proposed park sites for the College Park neighborhoods.

A public access greenbelt has been proposed on the Land Use Map for the area along the San Gabriel River from the Pacific Coast Highway to the ocean, to allow for general public use by pedestrians and bicyclists. The last proposal for parks and open space is to convert the present County Flood Control Basin into a joint use facility for both park use and flood control purposes. The County of Orange has agreed to allow a joint use of this facility as long as the City can afford to fund the program.

SCHOOLS

There are two schools in the City: Zoeter Elementary School and McGaugh Intermediate School. Due to the very limited population growth proposed by the Land Use Element, no additional schools are proposed for the community.

CIVIC

Civic Center Functions

Civic Center functions are divided into four main categories: Administration, Police, Fire and Public Works. It is envisioned that the Administration offices will remain in the Coastal District at Eighth Street and Central Avenue, in the City Administration Building which was constructed in 1969. Fire Department services will continue to be administered from Fire Station No. 3 located on Beverly Manor Road and Fire Station No. 1 will continue to serve the portion of the City nearest the beach.

POLICE STATION

It is anticipated that the police station will be moved to a more central location and placed in a new building designed to meet the present functional, earthquake and security standards. The new facility will be located west of Seal Beach Boulevard between the Hellman Oil property and the Rockwell International facility. The present police station could be used for some other public use.

CITY YARD

It is anticipated that the City Corporation Yard will be moved to a more central location and placed in an up to date facility to better serve the needs of the City's residents. The new yard will be located to the west of Seal Beach Boulevard, adjacent to and west of the proposed new Police Station. The existing City Yard site should be designated for residential uses consistent with the surrounding development known as Bridgeport.

PACIFIC ELECTRIC RIGHT-OF-WAY

The Pacific Electric Right-of-Way has been depicted as a park use, to allow for future possible multiple uses such as open space, recreation, public facilities (e.g., library, senior citizens' center, Red Car Museum, etc.). A study should be carried out by the City to determine possible uses with the study to be based on user demands for public facilities, open space and recreation needs, and automobile parking for residential and commercial uses adjacent to the right-of-way.

BEACH PARKING

Additional Coastal Area land should not be committed to beach visitor parking; instead the concept of periphery parking in outlying areas with a transport system should be explored. The advantage of periphery parking is that beach visitors from inland Orange County could be intercepted and then transported to the beach via a tram/minibus system, thus alleviating traffic congestion directly adjacent to the beach.

SEAL BEACH PIER

The Seal Beach pier, one of very few piers in use today along the California coastline, should be maintained as its present use to allow for both fishing and pleasure walking to enjoy ocean amenities. Any needed repairs for the pier should be carried out so that the present use can be continued and enhanced.

RESOLUTION NUMBER 2736

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEAL BEACH AMENDING THE LAND USE ELEMENT TO THE CITY'S GENERAL PLAN TO PERMIT GENERAL COMMERCIAL USES ON THE EDISON TRIANGLE SITE.

- WHEREAS, in 1973, the City adopted a Land Use Element to the General Plan designating the Edison Triangle for office commercial use; and
- WHEREAS, since adoption of the Land Use Element, little demand for office commercial land has been experienced in the City; and
- WHEREAS, many of the commercial land uses around the Edison Triangle are general commercial; and
- WHEREAS, an overall development plan for the Edison Triangle has been submitted which includes office commercial, service commercial and general commercial; and
- WHEREAS, the Planning Commission reviewed the development plans and found all uses to be compatible with surrounding land uses and in keeping with the goals of the City; and
- WHEREAS, by Resolution No. 1121, the Planning Commission approved and recommended to City Council adoption of amendments to the Land Use Element.

NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby approve the amendments to the Land Use Element of the General Plan as shown in Exhibit "A" attached hereto and the City Clerk is directed to endorse the General Plan to show that the above described amendments have been approved by the Planning Commission and adopted by the City Council.

PASSED, APPROVED and ADOPTED by the City Council of the City of Seal Beach, California, at a meeting thereof held on the 20 day of January, 1978, by the following vote:

AYES: Councilmen Blackman, Gray, Kedell, Laszlo, Weir

NOES: Councilmen None

ABSENT: Councilmen None

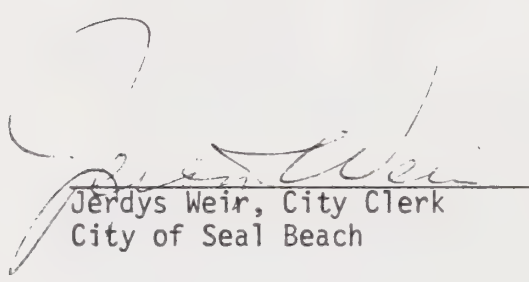
Thomas E. Blackman
Mayor

ATTEST:

Jerry Weir
City Clerk

E N D O R S E M E N T

I, Jerdys Weir, City Clerk of the City of Seal Beach, California, do hereby certify that the Seal Beach Planning Commission by Resolution Number 1121 did, on January 4, 1978 approve amendments to the Land Use Element of the General Plan to change the uses on the Edison Triangle Site and further recommended approval of said amendments by the City Council. The Seal Beach City Council did, by Resolution Number 2736, approve said amendments on January 23, 1978.



Jerdys Weir, City Clerk
City of Seal Beach

SUMMARY TABLE OF EXISTING AND
PROPOSED LAND USES IN ACRES

Change is expected to occur within the City, mainly in the Coastal District where the impact of a beach attraction for visitors and an inviting residential environment exist. The remaining portions of the City are considered to be stable and of a high quality so that no substantial change is anticipated within the life span of the Land Use Element, 1985.

LAND USE TABLE

The following table depicts the existing and the proposed land use acreages for each land use category.

<u>Residential</u>	<u>Existing Acres</u>	<u>Additional Proposed Acres</u>	<u>Total Acres</u>
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Professional Office	0		0
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General	170	31	201
<u>Industrial</u>			
Light	71	55.2	126.2
Oil Extraction	100		100
<u>Quasi-Public</u>			
Golf Course	208		208
<u>Public</u>			
City Parks	12.7	25.5	38.2
Special Use Recreation	10.5		10.5
City Schools	18.4		18.4
Flood Basin Regional Park	38.0		38.0
Beaches	52.0		52.0

Existing Professional Office Uses

There are professional office uses dispersed throughout the community, particularly along the Pacific Coast Highway and along Main Street.

SERVICE COMMERCIAL LAND USE

The uses in this category would consist of commercial establishments selling a broad range of convenience and consumer goods or providing a variety of personal services. The structures involved would usually be two main types: (1) those that are located along the streets with relatively heavy pedestrian traffic along the sidewalks, with the stores usually close to the right-of-way line, and (2) those establishments to which the customer travels by automobile, and where the stores may be set back from the road, possibly in a unified development, to provide parking.

A small service commercial area is also proposed at the northwest intersection of the Pacific Coast Highway and First Street. Particular attention should be paid to the visual and functional design use or uses for this area because it serves as a major entrance to the community.

GENERAL COMMERCIAL LAND USE

The proposed general commercial land use category is primarily a highway oriented type of commercial use typified by the following uses: automobile service stations, automobile sales, automobile repairing, motels and hotels, restaurants, and other related uses.

Existing General Commercial Uses

There are several areas that are classified "General Commercial" according to the current City ordinances. These are primarily areas of auto service stations, located on major arterials. The Rossmoor Center, by current zoning classification is considered a general use, but in actual use it is a mixture of general and service uses. Because of the great number of general commercial uses, the Rossmoor Center area should remain as a general commercial classification.

Proposed General Commercial Land Uses

The proposed Land Use Element proposes areas for general commercial uses. These areas are dispersed throughout the community.

The first proposed general commercial use is for the Pacific Coast Highway. Design standards to encourage the use of compatible materials, colors, textures, and architectural styles should also be considered for the Pacific Coast Highway because it serves as a major image-maker for the community of Seal Beach. The County of Orange has designated the Pacific Coast Highway as an "Urbanscape Corridor, a route that traverses an urban area with a defined visual corridor which offers a view or attractive and exciting urban scene, and which has recreational value for its visual relief

as a result of nature or the designed efforts of man." The circulation element and possibly urban design element should address the visual aspects of the Pacific Coast Highway.

The second area proposed for general commercial use is the Edison triangle site consisting of 3.5 acres bounded by Pacific Coast Highway, Marina Drive and Fifth Street. Because of the shape and location of this parcel, any development should be in the form of cluster commercial rather than strip commercial.

A third area proposed for general commercial use is the parcel of land located behind the present Marina Palace along the San Gabriel River.

A fourth area is on either side of Seal Beach Boulevard directly adjacent and north of the San Diego Freeway. A benefit to be derived from the proposal on the west side of Seal Beach Boulevard is that it will tend to buffer the Rossmoor neighborhoods from the noise generated from a portion of the San Diego Freeway.

The fifth area proposed for general commercial use is the vacant area located directly across from the Rossmoor Center. This area can relate well to the existing general commercial of Rossmoor Center, and also have excellent access from Seal Beach Boulevard.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEAL BEACH ADOPTING AMENDMENTS TO THE LAND USE ELEMENT OF THE GENERAL PLAN TO REFLECT LOWER DENSITIES IN THE COASTAL DISTRICT OF THE CITY.

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

WHEREAS, on May 22, 1978, the City Council adopted urgency Ordinance No. 1038 which imposed a 180 day moratorium on residential construction in excess of 20 units per acre; and

WHEREAS, the Planning Commission held a number of public hearings on the effects of residential densities in the Coastal District; and

WHEREAS, the Planning Commission recommended to City Council that densities be reduced in the Coastal District to 20 units per acre; and

WHEREAS, the City Council directed the Planning Commission to hold a public hearing to amend the Land Use Element to the City's General Plan to reflect lower densities in the Coastal District; and

WHEREAS, the Planning Commission held a public hearing to amend the Land Use Element and also considered a Negative Declaration on the project; and

WHEREAS, by Resolution 1170, the Planning Commission recommended to City Council adoption of amendments to the Land Use Element.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt the amendments to the Land Use Element attached hereto as Exhibit "A" and made a part hereof. The City Clerk shall place an endorsement upon the amendments shown herein to designate that they have been recommended for approval by the Planning Commission and adopted by the City Council of the City of Seal Beach on even date herewith.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting thereof held on the 24th day of October, 1978, by the following vote:

AYES: Councilmen Gray, Kredell, Laszlo, Seitz, Weir
 NOES: Councilmen None
 ABSENT: Councilmen None

Frank Laszlo
 Mayor

ATTEST:

[Signature]

E N D O R S E M E N T

I, Jerdys Weir, City Clerk of the City of Seal Beach, California, do hereby certify that the Seal Beach Planning Commission by Resolution Number 1170 did, on October 4, 1978 approve amendments to the Land Use Element of the General Plan to reflect lower densities in the Coastal District and further recommended approval of said amendments by the City Council. The Seal Beach City Council did, by Resolution Number 2830, approve said amendments on October 24, 1978.



Jerdys Weir, City Clerk
City of Seal Beach

Also shown on the Land Use Element is a greenbelt buffer system located along the northern and western boundary of this proposed residential area to both buffer future residential neighborhoods from the adjacent oil extraction and to provide a continuous landscape link from the Gum Grove Park to Pacific Coast Highway. This landscape buffer could then serve as a bicycle and a hiking link from the Coastal Area to the Gum Grove Park.

MEDIUM DENSITY RESIDENTIAL PROPOSALS

(Minimum lot area of 2500 square feet per dwelling unit)

(Minimum lot area of 2500 square feet per dwelling unit in District 1 south of Pacific Coast Highway)

The medium density classification allows for a number of housing types: single family housing in clusters, town houses (i.e., a group of dwellings with common walls), two family housing arrangements on single lots, and other similar forms of multiple family housing.

Existing Medium Density Residential

There are three existing medium density areas in the City: Leisure World, Suburbia, and the residential neighborhood located between the Coast Highway, the Pacific Electric Right-of-Way, Seal Beach Boulevard, and Twelfth Street. The residential neighborhoods of Suburbia and Leisure World are very stable areas that are not subject to change during the life span of the Land Use Element. The medium density residential neighborhood in the Coastal Area is less stable, experiencing at the present time a transition from fairly low densities to higher residential densities. This transition is due mainly to the combination of rising land costs, older structures, and a tremendously inviting beach environment.

Proposed Medium Density Residential

At present, there are four areas of proposed new medium density residential development and private rehabilitation within an established medium density neighborhood. The area under private rehabilitation is the neighborhood in the Coastal Area

bounded by the Pacific Coast Highway, Seal Beach Boulevard, the Pacific Electric Right-of-Way, and Twelfth Street. This area is proposed to remain as medium density with a minimum lot area of 1875 square feet per dwelling unit. This lot area will facilitate the consolidation of lots so that a combination of one and a half lots will allow a duplex or two-unit structure. A small portion of this residential neighborhood is designated as high density (standards discussed in following section), the frontage lots along Electric Avenue and Twelfth Street.

The second area proposed is the 7.85 acre parcel located on Lampson Avenue in College Park East. A minimum lot area of 2500 square feet per dwelling unit is proposed for this parcel.

The third medium density residential area is the Department of Water and Power parcel in the Coastal District. This parcel due to its unique location has generated intense interest within the community and due to the unique location it is felt that further study is required to determine the exact proportions of uses for this parcel. The recommended uses include medium density residential, commercial, and parkland. Since this parcel is critically located both for private development and for public use, a planned unit concept with strict design standards should be applied by the City to assure a high quality development.

The fourth medium density residential area is approximately 3 acres of land now utilized as the City Yard. Upon relocation of the City Yard to a more centralized location this site could be redeveloped with residential units that would be compatible with those found in Bridgeport.

HIGH DENSITY RESIDENTIAL PROPOSALS

(Minimum lot area of 1350 square feet per dwelling unit)
 (Minimum lot area of 2178 square feet per dwelling unit in District I south of Pacific Coast Highway and Marina Drive)
 (Minimum lot area of 960 square feet per dwelling unit in District VI, consisting of the Rossmore Business Center)

This density classification allows for the highest density considered appropriate for Seal Beach. The intensity of developments at this density requires detailed consideration of traffic circulation, relationships of larger buildings to each other and to open spaces, and the provision of usable outdoor living areas for residents.

It has been determined that the concept of high rise development and the densities associated with

such structures is not in accord with the goals of the community. This residential classification will allow for the development of a two unit, or duplex, on the average lot in the Coastal Area.

Existing High Density Residential

High density residential exists in three locations in the City: the area directly adjacent to the Rossmoor Center, Surfside, and the Coastal Area. The residential developments located behind the Rossmoor Center are fairly new and very stable and should remain so for some time. The Surfside residential neighborhood is presently undergoing a constant rebuilding of old structures to update them, and in some cases, to entirely replace them. The only remaining high density area is the Coastal Area where there is a constant rebuilding going on. This rebuilding can be attributed to three main reasons: rising cost of land, the deterioration of older structures, and the extremely inviting beach living environment.

Proposed High Density Residential

The Coastal Area is where the greatest residential change is taking place. As previously discussed, this area is subject to a continuing transition from the older single and multi-family residential units to new high density units. It is anticipated that some of the existing single family units and most vacant lots will be recycled into custom single family residences and a few apartments in the time frame of this plan. A slight population growth is anticipated in this area.

RESOLUTION NO. 3067

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF SEAL BEACH ADOPTING AMENDMENTS
TO THE LAND USE ELEMENT OF THE GENERAL PLAN
DEALING WITH THE HELLMAN SPECIFIC PLAN AREA

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

WHEREAS, the Land Use Element of the General Plan was adopted in
October, 1973; and

WHEREAS, the Land Use Element did not consider the proposed Hellman
Specific Plan; and

WHEREAS, the proposed Hellman Specific Plan is consistent with the goals
and policies of the General Plan in that it provided a variety
of housing types at densities provided for in the General Plan,
it provided open space consistent with adopted City standards
and a circulation system consistent with City needs; and

WHEREAS, the Seal Beach Planning Commission, on May 20, 1981, recommended
to City Council the adoption of the amendments to the Land Use
Element.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal
Beach does hereby adopt the amendments to the Land Use Element attached
hereto as Exhibit "A" and made a part hereof. The City Clerk shall place
an endorsement upon the amendments shown herein to designate that they have
been adopted by the City Council of the City of Seal Beach.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach
at a meeting thereof held on the 12 day of June, 1981,
by the following vote:

AYES: Councilmembers Adell, Bostick, Lopez, ...

NOES: Councilmembers None

ABSENT: Councilmembers None

Frank Taylor
Mayor

ATTEST:

City Clerk

CITY COUNCIL

Thomas Blackman, Mayor
Frank Sales (Mayor 1972-73)
Harold Holden
Thomas Mc Knew
James Dunn

Dennis Courtemarche, City Manager

PLANNING COMMISSION

Charles "Mike" Knapp, Chairman
Edwin Ripperdan (Chairman 1972-73)
Susan Hammond
Merva Lanning
Robert Cook

Robert Neprud, Planning Director

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INTRODUCTION

INTRODUCTION

Planning is the process of establishing guides for decision making based on objectives determined by City policies. The Land Use Element is an outline, or a guide for decision making by both public and private sectors to direct the growth of either new construction or modernization of the community into the type of an environment desired by its people.

Adoption of the Land Use Element is not the end of the planning process, but only the beginning. Continued study, effort, support and the commitment of public and private funds will be required to implement the provisions and policies in the Plan. The Plan is a statement of current policy. If conditions change to the extent that land use or other policies require a change, the Plan should be restudied in a comprehensive manner to make sure that the changes proposed do not alter the balance between people and the facilities, utilities, and services that they require. Piecemeal change without indepth study would reduce the value of the Plan and defeat its purpose.

The time scale for development of many of the desirable or essential features of the Plan may change considerably due to unforeseen events that may surface at a later date. The significant proposals, however, should not be lost or deleted from the Plan unless they prove undesirable or impractical due to situations which come to light in the interim period.

COMMUNITY GOALS

The consultants have worked closely with members of the City Council, the Planning Commission, and the City Planning Staff to develop this Land Use Element. The workshop sessions with both the Council and Commission, and the weekly meeting with the City Planning Staff have contributed

greatly to the formulation of the Plan through the interpretation of community goals and community realities. The following tentative community goals have served as a general guide to aid in making the land use decisions that were necessary in the development of this Element.

1. FEATURES OF THE COMMUNITY

With increasing population pressure experienced throughout the metropolitan area, the City should maintain its own identity and seek new ways to preserve its unique character. Seal Beach's individual identity is due to its physical separation from other centers of urban development

People have been attracted to Seal Beach because of its geographical location, educational opportunity, attractive beaches, ideal climate and small town friendly character. A goal of the City should be to maintain and promote those social and physical qualities which enhance the character of the community and the environment in which we live.

2. WATERFRONT

Seal Beach's coastal setting distinguishes it from any adjacent communities. The shoreline, one of the City's most valuable assets, should be maintained and improved to provide maximum benefits to both residents and visitors. Acquisition of additional beachfront property at First Street and Ocean Avenue should be considered to enhance the attractiveness of this recreational facility. Preservation of the ecological balance of the waterfront and marshlands should be considered during review of any proposed developments in this area.

3. PARKS, RECREATION AND COMMUNITY BEAUTIFICATION

An important goal of the City should be to acquire and develop recreational facilities at strategic locations throughout the community. Because open land is rapidly being developed, acquisition of parksites should be accomplished at the earliest date. Development and main-

tainence of these sites should follow in a relatively short period of time. The City should cooperate with other governmental agencies to promote a comprehensive plan of park acquisition and development.

A master plan should be developed for street tree planting and other community beautification programs with emphasis on major arterials entering the City.

4. POPULATION

Seal Beach has experienced rapid growth during the past decade. In the face of increasing population pressures, the City should encourage controlled growth while still maintaining its friendly atmosphere.

5. HOUSING

For more than half a century, Seal Beach has grown and developed. As a result, neighborhood identity is visible in the types of residential structures which have been constructed within various sections of the community. It should be a goal of the City to preserve its low and medium density residential character while still providing a wide choice of living accommodations and life styles for its residents.

6. COMMERCIAL

The City should explore available means to support and encourage commercial development within the community. Local, state and federal facilities should be developed and maintained within or adjacent to business districts in the City. A precise plan, emphasizing a waterfront theme, should be developed for the coastal business district.

7. PUBLIC FACILITIES

The City should anticipate population growth and plan for increased public service demands. Schools, libraries and municipal facilities

should be located in such a manner as to provide the maximum level of service to all members of the community and to promote the objectives of the City.

8. INDUSTRY

Seal Beach should encourage development of non-noxious industry, such as research and development and other light industry, in areas where such activities would be compatible with existing land uses. The City does recognize the advantages of industry in providing jobs within the area and contributing to the tax base of the community.

9. CIRCULATION

Seal Beach should carefully consider the development of freeways, and/or rapid transit systems and endorse such proposals only when it is considered to be in the community's best interest. Efforts should be made to improve traffic circulation in the coastal section of the City.

10. ANNEXATION

The City should contemplate future annexations on the merits of each proposal. Seal Beach should only consider the annexation of unincorporated territories, or requests by unincorporated areas for annexation, when such action would prove beneficial to all parties involved.

11. RAILROAD RIGHT-OF-WAY

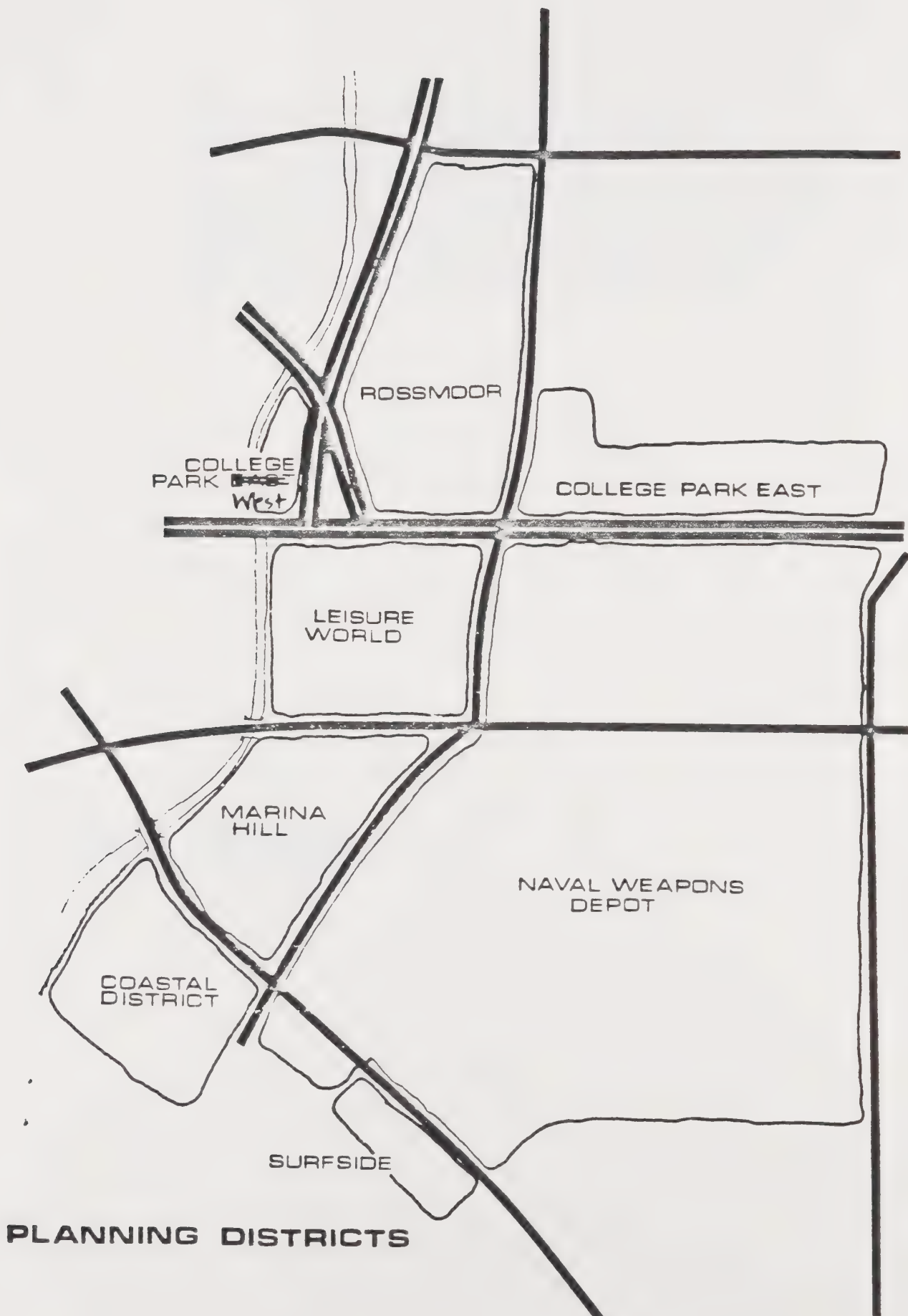
The abandoned Pacific Electric Railroad Right-of-Way has been established as a high priority area to be acquired by the City at the earliest opportunity. A majority of this area should be developed as a park-greenbelt according to a precise plan.

12. NAVAL WEAPONS STATION AND MARSHLANDS

It is recognized that the Seal Beach Naval

Weapons Station, which contains large expanses of open, undeveloped land, constitutes a unique situation in a predominantly urban setting. It should be a goal of the City to work and cooperate with Federal interests to ensure preservation of many of this area's natural assets. Preserving the marshlands in a pristine state is considered to be a matter of high priority.

ISSUES



PLANNING DISTRICTS

FIG. 1

ISSUES AND POTENTIALS

To better understand the community of Seal Beach, a study was carried out through field and statistical research to evaluate the issues and potentials for the community. To facilitate this research, the City was divided into fairly distinct planning districts (fig. 1). Through this research, the City was able to focus on the areas that needed the most consideration for the future development of the community. The following text is a brief summary of the perceived issues and potentials for the community.

COASTAL AREA PLANNING DISTRICT

1. Pacific Electric Right-of-Way

Issue:

What land use alternatives are feasible for this centrally located, linear vacant parcel of land?

Potential:

The land use alternative or combination of alternatives for this property that are eventually implemented will have a significant impact on the Coastal Area, either as open space, recreation, or public facilities (e.g., library, senior citizens' center, Red Car Museum, auto parking, etc.).

2. Los Angeles Department of Water and Power

Issue:

What feasible land use alternatives can be generated for this vacant 9 acre parcel?

Potential:

This vacant parcel (approximately 9 acres) is located at the water's edge on the San Gabriel River, with good access

from Marina Drive and First Street. The site also has an excellent view of the Long Beach Marina and northern coastline as far north as Palos Verdes. Considering the previously stated positive factors in combination with a high land value (attributed to location and access), this site should be explored as a possible high intensity land use. High intensity land uses could include uses such as commercial, residential, a combination of residential and commercial or parkland. Particular attention should be given to the question of pedestrian access to the river's edge and to the creation of a landscape walkway and linear buffer along the entire length of the San Gabriel River from Westminster Avenue to the beach. This landscaped linear buffer could serve as a pedestrian-bicycle pathway and as an open space greenbelt connector from the ocean to adjoining municipalities. At the present time, the County of Los Angeles has plans to use the San Gabriel River right-of-way as a bicycle pathway for the entire length of the County jurisdiction. The Seal Beach greenbelt could tie into this system.

3. Central Business Commercial Area along Main Street

Issue:

What design considerations are necessary to create a visually attractive area?

Potential:

The Main Street commercial area with the attraction of the beach and the surrounding high density residential development has the potential of a unique shopping area for the entire community.

The Main Street commercial area does not convey a strong visual image to people moving through this environment.

The small portion of commercial located between the Pacific Electric Right-of-Way

and the Coast Highway seems to be more closely aligned physically and psychologically with the Coast Highway commercial area. If these two areas are to be tied together functionally, the Pacific Electric Right-of-Way fronting on Main Street will have to be designed to create a strong unifying bond.

To create a strong visually attractive environment for Main Street, focal points should be created.

A focal point should be developed at the beachfront to draw people through the commercial area. A second focal point should be created at the Pacific Electric Right-of-Way and Main Street to tie the two commercial areas together. A minor focal point could also be created at the intersection of Central Avenue and Main Street to connect the civic area to the business area.

A central design theme concept would tie the commercial area together visually. The design theme could be as simple as coordinated signing, street furniture, textured walkways, and landscaping. These design considerations can become the "guts" of a unique area that shoppers are attracted to.

The orientation of the consumer market is another important consideration, both in terms of design for the area and the types of commerce that will continue to exist in a free market economy. The primary market made up of year round residents requires convenience goods for everyday existence, while the secondary market of tourist trade is basically only 3-4 months a year.

4. Residential Densities

Issue:

What realistic densities can be developed without creating a high rise residential environment?

Potential:

The goal of this particular issue is to evaluate all positive and negative environmental impacts that may occur as a result of high rise/high density developments.

MARINA HILL DISTRICT

1. Parcel of land between Gum Grove Park and the North American Rockwell facilities

Issue:

What are the future land use possibilities for this land?

Potential:

This parcel of land, located in a County island north of Gum Grove Park, is presently being utilized for oil products extraction. The life expectancy of this use is approximately 10 to 15 years.

Of primary environmental concern for future development of this area is the existence of the Seal Beach Fault (an active fault trace). The design for any use in this area will have to compensate for possible land movement due to the fault trace.

2. Parcel of land owned by the State of California, located at the intersection of the Pacific Coast Highway and First Street

Issue:

What are the future land use possibilities for this land?

Potential:

The future of this parcel is critical in the sense that it is located at one of the major entrances to the community

3. County Flood Control Basin

Issue:

Can the Flood Control Basin and adjacent land be used for some use that is compatible?

Potential:

The issue under consideration here is the use of adjacent land to the flood basin and the possible use of the basin during non-flood times. One concept that has been considered is a regional park designed in conjunction with the flood basin.

LEISURE WORLD DISTRICT

1. Noise and soot outfall generated by the steam plant located in the County of Los Angeles

Issue:

The noise impact has been documented in a noise study prepared by the City of Seal Beach.

Potential:

This is an issue that goes beyond the realm of land use planning for Seal Beach and becomes a problem to be resolved more from air and noise pollution issues between the County of Los Angeles and Seal Beach (with the cooperation of the County of Orange).

COLLEGE PARK WEST PLANNING DISTRICT

Issue:

Lack of identity with the City of Seal Beach

Potential:

There does appear to be a psychological separation of this district from the City, mainly created by the physical boundaries of the freeways and the river. This does not mean that this problem cannot be re-

solved by means other than land use planning (e.g., community activities, newsletters, etc.).

COLLEGE PARK EAST PLANNING DISTRICT

1. City Parks

Issue:

There is a lack of City park space in this district. What land use decisions can be made to help rectify this problem?

Potential:

Due to the lack of available vacant land for park space, the only apparent solution is to apply conscientious design methods to the present parks and to the very limited vacant land available (Heather-Lampson site) to create desirable and usable parkspace.

2. Vacant (7.85 acre) parcel of land located on Lampson Avenue, adjacent to the golf course

Issue:

What land use alternatives are available for this parcel of land:

Potential:

This issue has generated considerable discussion in the community as to a possible land use for the parcel. The land use possibilities are either a City park, a low density residential use, a medium density residential use, or a high density residential use. The most feasible alternative appears to be a medium density residential development.

3. Noise generated by the Los Alamitos Naval Air Station and the San Diego Freeway

Issue:

What can be done to minimize the noise impact on adjacent lands?

Potential:

The resolution of the noise generated by the air station rests with the decisions reached on the future use of Los Alamitos Naval Air Station.

Specific design solutions such as extremely high cement block fences can aid in lowering the noise level perceived by the residents adjacent to the San Diego Freeway. The State Division of Highways is installing these at other locations in Southern California to abate noise.

NAVAL WEAPONS BASE PLANNING DISTRICT

Issue:

What are the future plans by the Department of the Navy for this Naval Base?

Potential:

The Navy has indicated that they intend to operate this base for a long time into the future.

SURFSIDE PLANNING DISTRICT

Issue:

A substantial amount of residential construction is occurring on existing small lots in this district. The new development on small existing lots is beginning to create a very dense residential situation.

Potential:

This is a community with strong beach orientation with the potential of having a unified neighborhood image. The unplanned

and continuous construction of new residential units with little thought to consistent design and their impact on community facilities needs to be investigated more thoroughly.

SUMMARY TABLE

SUMMARY TABLE OF EXISTING AND
PROPOSED LAND USES IN ACRES

Change is expected to occur within the City, mainly in the Coastal District where the impact of a beach attraction for visitors and an inviting residential environment exist. The remaining portions of the City are considered to be stable and of a high quality so that no substantial change is anticipated within the life span of the Land Use Element, 1985.

LAND USE TABLE

The following table depicts the existing and the proposed land use acreages for each land use category.

<u>Residential</u>	<u>Existing Acres</u>	<u>Additional Proposed Acres</u>	<u>Total Acres</u>
Low	602	54	656
Medium	599	40	639
High	143	18	161
<u>Commercial</u>			
Professional	0	0	0
Office			
Service	59	0	59
General	170	26	196
<u>Industrial</u>			
Light	71	55.2	126.2
Oil Extraction	37		37
<u>Quasi-Public</u>			
Golf Course	208		208
<u>Public</u>			
City Parks	12.7	43.5	56.2
Special Use	10.5		10.5
Recreation			
City Schools	18.4		18.4
Flood Basin	38.0		38.0
Regional Park			
Beaches	52.0		52.0

PROPOSED AMENDMENT

LAND USE TABLE (Continued)

<u>Public</u>	<u>Existing Acres</u>	<u>Additional Proposed Acres</u>	<u>Total Acres</u>
Police Station	<u>1.5</u>	<u>0</u>	1.5
Fire Stations	<u>1.0</u>		1.0
Civic Center	.6		.6
City Yard	3.0		3.0
P.E. Right-of-Way	8.2		8.2
<u>Military</u>	5000		5000
TOTAL	<u>7271.6</u>		<u>7271.6</u>

RESIDENTIAL

RESIDENTIAL LAND USE

RESIDENTIAL LAND USE: INTRODUCTORY REMARKS

Residential uses take many forms, varying from single family houses and row or townhouses to apartment houses. The major environmental differences relate to how the units are arranged as well as to how many units there are on a given parcel of land.

Residential Lot Areas: Terminology

"Lot Area" is the relationship between the lot area in square feet and one dwelling unit. As the lot area per dwelling unit decreases, the number of dwelling units in any given area will increase. The following residential proposals indicate the range of lot area per dwelling unit from the relatively small lots of the Coastal Area to the larger lots of College Park East and West.

LOW DENSITY RESIDENTIAL PROPOSALS

(Minimum lot area of 5,000 square feet per dwelling unit)

This density classification allows for the typical subdivision patterns found throughout Southern California.

Existing Low Density

Marina Hill, College Park West, and College Park East are all very stable good quality low density residential neighborhoods. Due to the stability and excellent quality of these residential neighborhoods, it is not expected that there will be any significant change in these areas during the life span of the Land Use Element.

Proposed Low Density Residential

The only area proposed for additional low density residential use is the parcel of undeveloped land located to the west and north of Gum Grove Park and to the east of the First Street extension. It is estimated that the approximately 65 acres can be expected to yield 333 dwelling units, at low density development, and approximately 900 people. This area is to be developed through the Specific Plan process.

Also shown on the Land Use Element is a greenbelt buffer system located along the northern and western boundary of this proposed residential area to both buffer future residential neighborhoods from the adjacent oil extraction and to provide a continuous landscape link from the Gum Grove Park to Pacific Coast Highway. This landscape buffer could then serve as a bicycle and a hiking link from the Coastal Area to the Gum Grove Park.

PROPOSED AMENDMENT

MEDIUM DENSITY RESIDENTIAL PROPOSALS

(Minimum lot area of 2500 square feet per dwelling unit)

(Minimum lot area of 2500 square feet per dwelling unit in District 1 south of Pacific Coast Highway)

The medium density classification allows for a number of housing types: single family housing in clusters, townhouses (i.e., a group of dwellings with common walls), two family housing arrangements on single lots, and other similar forms of multiple family housing.

Existing Medium Density Residential

There are five existing medium density areas in the City: Leisure World, Suburbia, and the residential neighborhood located between the Coast Highway, the Pacific Electric Right-of-Way, Seal Beach Boulevard, and Twelfth Street. The residential neighborhoods of Suburbia and Leisure World are very stable areas that are not subject to change during the life span of the Land Use Element. The medium density residential neighborhood in the Coastal Area is less stable, experiencing at the present time a transition from fairly low densities to higher residential densities. This transition is due mainly to the combination of rising land costs, older structures, and a tremendously inviting beach environment.

The fourth area is the 7.85 acre parcel located on Lampson Avenue in College Park East. A minimum lot area of 2500 square feet per dwelling unit was required for this parcel.

The fifth medium density residential area is approximately 3 acres of land previously utilized as the City Yard. Upon relocation of the City Yard to a more centralized location, this site was redeveloped with residential units that are compatible with those found in Bridgeport.

Proposed Medium Density Residential

At present, there are three areas of proposed new medium density residential development and private rehabilitation within an established medium density neighborhood in the Coastal Area bounded by the Pacific Coast Highway, Seal Beach Boulevard, the Pacific Electric Right-of-Way, and Twelfth Street. This area is proposed to remain as medium density with a minimum lot area of 2500 square feet per dwelling unit. This lot area will facilitate the consolidation of lots so that a combination of one and a half lots will allow a duplex or two-unit structure. A small portion of this residential neighborhood is designated as high density (standards discussed in the following section), the frontage lots along Electric Avenue and Twelfth Street.

• The second medium density residential area is the Department of Water and Power parcel in the Coastal District. This parcel due to its unique location has generated intense interest within the community and due to the unique location, it is felt that further study is required to determine the exact proportions of uses for this parcel. The recommended uses include medium density residential, commercial, and parkland. Since this parcel is critically located both for private development and for public use, a planned unit concept with strict design standards should be applied by the City to assure a high quality development.

The third medium density residential area consists of approximately 42 acres located west of Seal Beach Boulevard between Gum Grove Park and the Police Station/City Corporation Yard facility. This site is proposed to be developed through the Specific Plan concept and yield 567 condominium units at approximately 14 dwelling units per acre with an anticipated population between 1100 and 1400.

HIGH DENSITY RESIDENTIAL PROPOSALS

- (Minimum lot area of 1350 square feet per dwelling unit)
- (Minimum lot area of 2178 square feet per dwelling unit in District I south of Pacific Coast Highway and Marina Drive)
- (Minimum lot area of 960 square feet per dwelling unit in District VI, consisting of the Rossmoor Business Center)

This density classification allows for the highest density considered appropriate for Seal Beach. The intensity of developments at this density requires detailed consideration of traffic circulation, relationships of larger buildings to each other and to open spaces, and the provision of usable outdoor living areas for residents.

It has been determined that the concept of high rise development and the densities associated with such structures is not in accord with the goals of the community. This residential classification will allow for the development of a one unit on the average lot in the Coastal Area.

Existing High Density Residential

High density residential exists in three locations in the City: the area directly adjacent to the Rossmoor Center, Surfside, and the Coastal Area. The residential developments located behind the Rossmoor Center are fairly new and very stable and should remain so for some time. The Surfside residential neighborhood is presently undergoing a constant rebuilding of old structures to update them, and in some cases, to entirely replace them. The only remaining high density area is the Coastal Area where there is a constant rebuilding going on. This rebuilding can be attributed to three main reasons: rising cost of land, the deterioration of older structures, and the extremely inviting beach living environment.

Proposed High Density Residential

The Coastal Area is where the greatest residential change is taking place. As previously discussed, this area is subject to a continuing transition from the older single and multi-family residential units to new high density units. It is anticipated that some of the existing single family units and most vacant lots will be recycled into custom single family residences and a few apartments in the time frame of this plan. A slight population growth is anticipated in this area.

Outside of the Coastal Area, one additional area is proposed for high density residential. A 4.9 acre site located north of the State Lands Parcel and between the San Gabriel River and First Street Extension Private Road (Haynes Road) is proposed for 100 elderly/handicapped affordable housing units. This project will generate approximately 150 persons and will be developed through the Specific Plan process.

COMMERCIAL

COMMERCIAL LAND USE

This proposed land use plan broadly identifies locations for the following commercial categories: professional office, service, and general.

The visual problems traditionally associated with commercial development is that each establishment is too often conceived and designed as though it is to exist alone or in a vacuum. Each development is often designed with only its particular economic requirements in mind, using materials and signs with no regard for adjacent developments. Even if the establishments are well-conceived as individual entities, the overall effect is commonly one of visual clutter. The commercial areas of Pacific Coast Highway and Main Street are particularly susceptible to visual clutter due to the lack of a design criteria applied to these areas. A superior overall visual environment could be achieved through the application of criteria ensuring compatible materials, colors, textures, and architectural styles.

The existing commercial areas of the City vary widely in their appeal to the various sectors of the community. The Rossmoor Center primarily serves low density singly family neighborhoods with relatively large families. The Leisure World shopping area serves Leisure World residents, and the Pacific Coast Highway serves both local residents and transient shoppers. The Main Street commercial serves both local residents and, to some extent, beachgoing people from other areas. The diversity in market attraction of the various commercial areas indicates that each area should be treated differently than any of the others due to the particular clientele of each.

PROFESSIONAL OFFICE LAND USE

A variety of activities are covered by the proposed office category, including professional

and medical offices of all types, architects, engineers, real estate and insurance offices, banks, savings and loan establishments and other types of financial activities.

Existing Professional Office Uses

There are professional office uses dispersed throughout the community, particularly along the Pacific Coast Highway and along Main Street.

SERVICE COMMERCIAL LAND USE

The uses in this category would consist of commercial establishments selling a broad range of convenience and consumer goods or providing a variety of personal services. The structures involved would usually be two main types: (1) those that are located along the streets with relatively heavy pedestrian traffic along the sidewalks, with the stores usually close to the right-of-way line, and (2) those establishments to which the customer travels by automobile, and where the stores may be set back from the road, possibly in a unified development, to provide parking.

Existing Service Commercial Uses

Existing commercial areas that are designated "Service Commercial" by zoning classification are: the Pacific Coast Highway, the Seal Beach Shopping Center, and the Leisure World Shopping Center. By the types of land uses that are actually occurring in these areas, only the Seal Beach Shopping Center and the Leisure World Shopping Center serve the function of service commercial. Even though, by current City zoning classification, the Pacific Coast Highway is designated as "Service Commercial," it is presently serving the function of general commercial uses (i.e., oriented to arterial highway uses).

Proposed Service Commercial Uses

The proposed Land Use Element would continue the Seal Beach Shopping Center and the Leisure World Shopping Center as functioning service commercial uses. Main Street commercial is also proposed to be designated a service commercial use, which it already is, according to its current function. The present City zoning classification designates Main Street as a "General Commercial" use.

As pointed out earlier, the proposed new land use designation would be a name change only, because the present existing uses are of a service commercial nature.

Main Street commercial, with the attraction of the beach and with the proximity of relatively high density residential, has the potential to become a unique shopping area. At the present time, Main Street is almost entirely a vehicle oriented commercial area. With a potentially strong attraction for beach users, this commercial area can and should turn to a more pedestrian-oriented environment through the design application of textured walkways, new street furniture, coordinated sign graphics, landscaping, lighting, and a unified architectural treatment.

The positive environment of a commercial area can act as a magnet to draw people, or if negative, the environment can repel potential customers. Of prime consideration is a pleasing environment, incorporating the following amenities:

Street Graphics (Signs, Logos, or Special Lighting)

Well designed street graphics can be used to announce to the pedestrian, the cyclist, or the motorist that he is approaching a distinctive area which contains a concentration of some special service or facility of the community.

Walkways

Walkways can guide the activities and movements of pedestrians, can even direct their attention, or prevent their intrusion on certain areas. The texture of the walkways is a very immediate and personal kind of experience for the pedestrian.

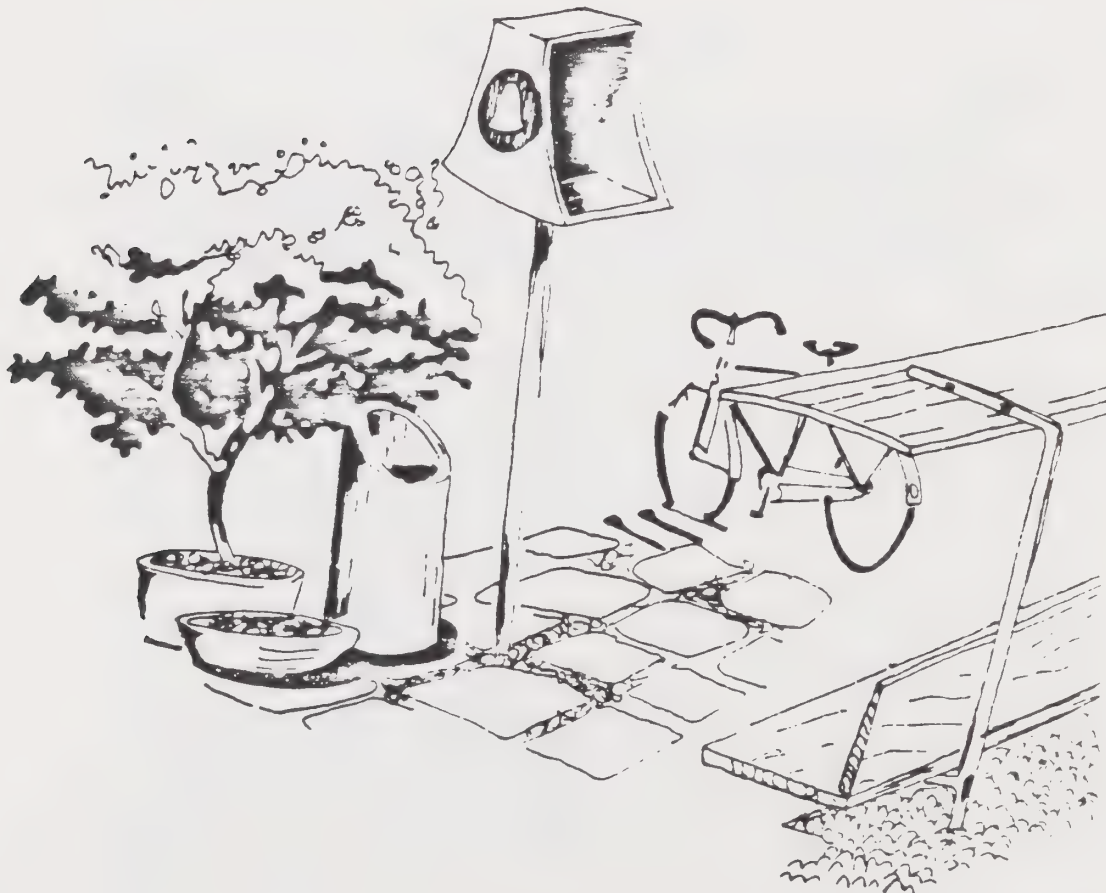
The materials of walkways strongly influence usability and comfort; they can be patterned, textured, and colored. Smooth materials encourage walking, while rough surfaces inhibit walking. A change of texture in paving can cause a feeling of transition from space to space. An excitement can be created for the pedestrian whether he is a casual shopper or directed toward a destination. Pedestrian lighting needs to be created to be more in tune with pedestrian movement rather than vehicular travel. The use of landscape materials is the method that can be employed to soften the sometime harsh texture of circulation paths and building structures.

Street Furniture

Street furniture is the small element in an outdoor space that creates an image for that space. Such elements are benches, signs, lights, mail-

boxes, drinking fountains, kiosks, trash containers, fire hydrants, traffic lights, newspaper stands, clocks and planters. We tend to pay far too little attention to street furniture in their design and placement when in reality they are important image-makers for the City. Street furniture for walkway use would include benches, drinking fountains, informational kiosks, lighting, and other amenities that make walking a pleasant and safe experience.

Main Street will need extensive study, both economic and design, to create an exciting and strong commercial area.



A small service commercial area is also proposed at the northwest intersection of the Pacific Coast Highway and First Street. Particular attention should be paid to the visual and functional design use or uses for this area because it serves as a major entrance to the community.

GENERAL COMMERCIAL LAND USE

The proposed general commercial land use category is primarily a highway oriented type of commercial use typified by the following uses: automobile service stations, automobile sales, automobile repairing, motels and hotels, restaurants, and other related uses.

Existing General Commercial Uses

There are several areas that are classified "General Commercial" according to the current City ordinances. These are primarily areas of auto service stations, located on major arterials. The Rossmoor Center, by current zoning classification is considered a general use, but in actual use it is a mixture of general and service uses. Because of the great number of general commercial uses, the Rossmoor Center area should remain as a general commercial classification.

Proposed General Commercial Land Uses

The proposed Land Use Element proposes areas for general commercial uses. These areas are dispersed throughout the community.

The first proposed general commercial use is for the Pacific Coast Highway. Design standards to encourage the use of compatible materials, colors, textures, and architectural styles should also be considered for the Pacific Coast Highway because it serves as a major image-maker for the community of Seal Beach. The County of Orange has designated the Pacific Coast Highway as an "Urbanscape Corridor, a route that traverses an urban area with a defined visual corridor which offers a view or attractive and exciting urban scene, and which has recreational value for its visual relief

PROPOSED AMENDMENT

as a result of nature or the designed efforts of man." The circulation element and possibly urban design element should address the visual aspects of the Pacific Coast Highway.

The second area proposed for general commercial use is the Edison triangle site consisting of 3.5 acres bounded by Pacific Coast Highway, Marina Drive and Fifth Street. Because of the shape and location of this parcel, any development should be in the form of cluster commercial rather than strip commercial.

A third area is on either side of Seal Beach Boulevard directly adjacent and north of the San Diego Freeway. A benefit to be derived from the proposal on the west side of Seal Beach Boulevard is that it will tend to buffer the Rossmoor neighborhoods from the noise generated from a portion of the San Diego Freeway.

The fourth area proposed for general commercial use is the vacant area located directly across from the Rossmoor Center. This area can relate well to the existing general commercial of Rossmoor Center, and also have excellent access from Seal Beach Boulevard.

INDUSTRIAL

INDUSTRIAL LAND USE

Categories for light industry and for oil extraction are the only industrial land use categories that are felt appropriate for the City of Seal Beach.

EXISTING LIGHT INDUSTRY

The light industry land use category is represented by the North American Rockwell facility at the intersection of Seal Beach Boulevard and Westminster Avenue.

Proposed Light Industrial Uses

Two areas within the City are proposed to provide additional light industrial sites. The first is the parcel of land located directly adjacent to the North American Rockwell facility. The existing facility and future expansion will occupy approximately 90 acres of the total 120 acre site. It is recommended that the remaining 30 vacant acres be designated for light industrial use, hopefully in the form of an "industrial park" instead of being permitted to develop in a haphazard manner. An "industrial park" is the counterpart to a well-designed, landscaped residential subdivision. The advantage of this type of planned approach is that the community can compete for industry by offering fully serviced, protected sites for quality industry. An excellent example of this concept is the Irvine Industrial Park in Irvine, California.

The second proposal for additional industrial sites is for the parcel of land directly adjacent to and north of the San Diego Freeway and west of Seal Beach Boulevard. It is also recommended that this area be planned as an industrial park.

OIL EXTRACTION

Existing Oil Extraction Use

Oil extraction use has been shown on the Hellman properties located in the area behind Marina Hill.

Oil extraction on these properties is expected to continue for at least the time span of this Land Use Element. As part of the Hellman Specific Plan process, the oil production areas will be consolidated into approximately 32 acres in various controlled drill sites to facilitate implementation of the Hellman Specific Plan.

MILITARY

MILITARY LAND USE

The function of the Seal Beach Naval Weapons Station is to provide the Navy and Marine Operating forces with ordinance weapons and ammunition.

Existing Military Use

The Seal Beach Naval Weapons Station occupies approximately 5000 acres of land, located on the eastern boundary of the Seal Beach community.

Proposed Military Use

The Naval Weapons Station plans to maintain the present operation for at least the life span of the Land Use Element.

The Weapons Station can be viewed as a positive element in that it provides visual open space, a relief from urban development for the community. The Naval Station also provides a definite boundary "edge" for a major portion of Seal Beach.

The Naval Station also serves as a necessary buffer for the preservation of a Wildlife Preserve in the marshland area near the Pacific Coast Highway. This natural preserve will be available to the public on a limited use basis, primarily at an observation station located in the marsh. Access will be provided via a pedestrian trail from the Pacific Coast Highway.

QUASI - PUBLIC

QUASI-PUBLIC USES

The quasi-public designation on the Land Use Element map provides land areas for those uses that are privately owned, but serve a public need.

Existing Quasi-Public Uses

The only quasi-public use designated on the Land Use Element map is the private Old Ranch Country Club. It is recognized that this golf course, while being private, does provide a valuable open space and recreation resource for the community.

PUBLIC

PUBLIC LAND USE

Public uses involve a wide range of places, buildings, activities and services rendered by public agencies in behalf of the general public. Administrative, educational, cultural, recreational and protective activities are the usual public uses included in this land use category.

The primary public land uses designated on the Land Use Map for Seal Beach are Parks and Open Space, Schools, Civic Center, City Yard, and the Pacific Electric Right-of-Way.

PARKS AND OPEN SPACE

Existing Parks and Open Space

The principal recreation and open space area for the City is the beachfront. Because the beachfront is more of a regional recreation attraction, it does not serve the immediate park and open space needs for the northern portion of the community. The Coastal Area and Marina Hill are served well by both the excellent beachfront and the fairly natural and unimproved Gum Grove Park. The College Park West neighborhood is served by Edison Park which is approximately 26 acres. The College Park East neighborhood has only four small existing parks, resulting in a park deficiency.

Proposed Parks and Open Space

The first proposal for additional park space is to expand the Gum Grove Park from the present location to Seal Beach Boulevard in order to allow suitable access from Seal Beach Boulevard.

The City has also developed Heather Park in College Park East to help alleviate the park deficiency in that neighborhood. Through conscientious design methods, the City created very desirable and usable park spaces at the present park sites for the College Park neighborhoods.

A public access greenbelt has been proposed on the Land Use Map for the area along the San Gabriel River from the Pacific Coast Highway to the ocean, to allow for general public use by pedestrians and bicyclists. Another proposal for parks and open space is to convert the present County Flood purposes. The County of Orange has ^{signed an agreement with the City} agreed to allow a joint use of this facility as long as the City can afford to fund the program.

Development of the County Flood Control Basin will take place as part of the Hellman Specific Plan process.

Adjacent to and south of the Flood Control Basin is a proposed new 18.1 acre community park to be developed as part of the Hellman Specific Plan process and in coordination with open space uses on the Flood Control Basin site.

SCHOOLS

There are two schools in the City: Zoeter Elementary School and McGaugh Intermediate School. Due to the very limited population growth proposed by the Land Use Element, no additional schools are proposed for the community.

CIVIC

Civic Center Functions

Civic Center functions are divided into four main categories: Administration, Police, Fire and Public Works. It is envisioned that the Administration offices will remain in the Coastal District at Eighth Street and Central Avenue, in the City Administration Building which was constructed in 1969. Fire Department services will continue to be administered from Fire Station No. 3 located on Beverly Manor Road and Fire Station No. 1 will continue to serve the portion of the City nearest the beach.

POLICE STATION

The police station has been relocated to a more central location and placed in a new building designed to meet the present functional, earthquake and security standards. The new facility is located west of Seal Beach Boulevard between the Hellman Oil Property and the Rockwell International facility. The old police station may be used for some other use.

CITY YARD

The City Corporation Yard has been relocated to a more central location and placed in an up to date facility to better serve the needs of the City's residents. The new yard is located to the west of Seal Beach Boulevard, adjacent to and west of the new Police Station. The previous City Yard site has been designated for residential uses consistent with the surrounding development known as Bridgeport.

PACIFIC ELECTRIC RIGHT-OF-WAY

The Pacific Electric Right-of-Way has been developed as park, allowing for uses such as open space, recreation, public facilities, (e.g., library, senior citizens' center, Red Car Museum, etc.). Development was through the Specific Plan Process.

BEACH PARKING

Additional Coastal Area land should not be committed to beach visitor parking; instead the concept of periphery parking in outlying areas with a transport system should be explored. The advantage of periphery parking is that beach visitors from inland Orange County could be intercepted and then transported to the beach via a tram/minibus system, thus alleviating traffic congestion directly adjacent to the beach.

SEAL BEACH PIER

The Seal Beach pier, one of very few piers in use today along the California coastline, should be maintained as its present use to allow for both fishing and pleasure walking to enjoy ocean amenities. Any needed repairs for the pier should be carried out so that the present use can be continued and enhanced.

IMPLEMENTATION

IMPLEMENTATION

ADOPTION

In order to take advantage of the efforts expended in the preparation of the amendment to the existing Land Use Element, it should therefore be adopted by the Planning Commission and City Council and thereafter be put to maximum use.

The California State Conservation Planning and Zoning Act (Title 7, Chapter 3, Article 7) sets forth the procedure for the adoption of the Land Use Element.

It is stated that the Plan shall be adopted subsequent to:

1. One public hearing before the City Planning Commission. Notice is to be given ten days prior to said hearing. (Additional public hearings may be held if necessary.)
2. Approval of the Plan shall be by resolution of the Commission carried by the affirmative votes of not less than a majority of the total voting members.
3. The approved Plan shall be transmitted to the City Council.
4. One public hearing shall be held by the City Council. Notice is to be given ten days prior to said hearing. (Again, additional public hearings may be held if necessary.)
5. The Council shall adopt the Plan by resolution. If any part of the Plan is changed by Council, said change or changes shall be referred back to the Planning Commission for a report. Said report shall be made within 40 days of the referral. The Planning Commission need not hold additional public hearings on the changes.

6. The Land Use Element shall be endorsed (signed) by the legislative body to show that it has been adopted.
7. A copy of the adopted plan shall be sent to the planning agency of the County.

Amending the Plan follows the same procedure as that established for adoption.

REZONING

Due to the enactment into law of Assembly Bill 1301, the City zoning map and ordinance will have to be in conformance with the Land Use Element map as of January 1, 1974. The intent of this law is to see that as development occurs it will be in conformance with both the zoning map and the Land Use Map. In the past, new development could be granted a zoning change that was possibly not in accord with the General Land Use Plan and therefore created a rather piece-meal approach to planning.

At the present time, the City of Seal Beach is planning to revise the zoning map and ordinance to conform to the Land Use Element following the adoption of the Land Use Element.

CODES AND ORDINANCES

Existing Zoning Ordinance

As discussed previously, the zoning ordinance will have to be reviewed to determine whether the standards and regulations are in conflict with the Land Use Element. Where conflict does arise, the zoning ordinance and map should be revised to reflect the requirements of the Land Use Element. There may be areas where both the zoning ordinance and the Land Use Element are in general agreement, but that the zoning ordinance will need to be strengthened to add support to the Land Use Element. This type of analysis can be carried out with an indepth revision of the Zoning Ordinance and map. This revision process should include:

1. Updated standards and development criteria.
2. Workshop sessions with elected officials and citizens to determine the goals to be achieved.
3. Public hearings on the proposed revisions.

Design Review Procedure

The City can in the future if necessary establish a Design (Architectural) Review Board to review all applications for the construction of new buildings. The goal of such a program is to improve site planning, generate a higher quality of appearance of structures, and of landscaping by both the private and public sectors. This program could easily be enacted for the Coastal Area where the higher densities require some sense of order.

Design (Architectural) criteria may include the following:

1. Building materials will be of a character deemed compatible with a beach environment (wood, brick, etc.).
2. Roofs shall have a low pitch with no flat roofs. (Flat roofs create a box-like appearance.)
3. Where colors are used, they will not be harsh or unharmonious.

The preceeding design criteria are of a general nature and should be developed for the particular community of Seal Beach, with the unique environment of the beach in mind. The design criteria would then be enforced through provisions in the zoning ordinance.

CAPITAL IMPROVEMENTS PROGRAM

One of the most important tools for implementing the Land Use Element is a program for capital improvements.

A priority system should be established to determine which projects within this Land Use Element are to be specifically planned for and developed within the context of the Plan. It is then the responsibility of the City Administrator to make a final determination as to which projects will be included in the fiscal budget for submission to the City Council.

The following is a list of projects listed in order of their perceived priority in the context of the Land Use Element.

1. Heather-Lampson Park
2. Pacific Electric Right-of-Way
3. Main Street (Improvements in the public right-of-way)
4. County Flood Basin, joint use for park and flood basin

SPECIFIC OR PRECISE PLANS

Government Code Sections 65450 et seq. authorize the preparation and adoption of specific plans. Section 65451 of the Government Code provides as follows:

"Such specific plans shall include all detailed regulations, conditions, programs and proposed legislation which shall be necessary or convenient for the systematic implementation of each element of the general plan listed in Section 65302, including, but not limited to, regulations, conditions, programs and proposed legislation in regard to the following:

- (a) The location of housing, business, industry, open space, agriculture, recreation facilities, educational facilities, public buildings and grounds, solid and liquid waste disposal facilities, together with regulations establishing height, bulk and setback limits for such buildings and facilities, including the location of areas, such as flood plains or excessively steep or unstable terrain, where no building will

be permitted in the absence of adequate precautionary measures being taken to reduce the level of risk to that comparable with adjoining and surrounding areas.

- (b) The location and extent of existing or proposed street and roads, their names or numbers, the tentative proposed widths with reference to prospective standards for their construction and maintenance, and the location and standards of construction, maintenance and use of all other transportation facilities, whether public or private.
- (c) Standards for population density and building density, including lot size, permissible types of construction, and provisions for water supply, sewage disposal, storm water drainage and the disposal of solid waste."

The following areas of the community are recommended for specific plan application due to their critical location and future impact on the community.

Pacific Electric Right-of-Way

A specific plan should be developed for this parcel to determine the design and the user demand for public facilities, whether they be public buildings, open space-recreation needs, or automobile parking for adjacent residential and commercial uses. The question of what to do with this parcel of land has become a central issue, and therefore should be resolved, planned for, and then implemented.

Main Street

The perceived needs to aid in creating a unified, attractive, and inviting commercial environment have been discussed in detail in the Commercial Land Use section. A specific plan is now needed to research economic questions and then to formulate a design based both on aesthetics and on economics.

Los Angeles Department of Water and Power

This parcel of land, due to its critical location and impact both on economics for the community as a whole and as a physical impact on adjacent property, should be carefully planned for and developed as a whole unit much like the planned unit concept now used for residential developments.

REDEVELOPMENT AGENCY

California law provides a means for a city to redevelop run-down or blighted areas with or without the assistance of a Federal subsidy. This procedure has been used effectively by the City of Seal Beach in setting up the Seal Beach Redevelopment Agency, and in particular, the "Riverfront Redevelopment Project." Through this vehicle, the City has managed to acquire a major portion of the Pacific Electric Right-of-Way, and also induce the development of "Suburbia," a well designed single family residential area.

The future use of the Redevelopment Agency can become a prime mover in implementing the provisions of the Land Use Element, providing funds for public facilities where needed. Due to the present development of lands that are within the Agency boundaries, the Agency has a tremendous bonding capacity to see that dollars are available for necessary public facilities.

With the already established body of the Agency, plans should be developed to take aggressive action on particular parcels within the Agency boundaries. The Los Angeles Department of Water and Power land is probably the most critical parcel due to its present value and what

the potential value may be. The agency should see that this land is developed in a manner that is consistent with the goals of both the Agency and the City. The following steps are recommended for completion of this project.

1. See that a plan be developed to include both an economic study and design criteria.
2. Put together a "package" for development of the parcel to include:
 - a. An organizational program to promote the project.
 - b. Financial consultants to explore financing of the project.
 - c. Consultation between the Agency, the property owner, and developers to help promote the project.

This approach can be taken on other possible parcels of land with the Redevelopment Agency boundaries, also. The City should not wait for major development to occur. They and their professional consultants should be ready to provide direct assistance to both developers and tenants. Such assistance can include formulation of technical design concepts, preparation of financial feasibility estimates for particular situations, and contact with major developers to discuss the potentials of Seal Beach. It is essential that the City and the Redevelopment Agency take an aggressive role in making sure that a feasible project is, in fact, obtained.

UPDATING AND PERIODICAL REVIEW

The Land Use Element should be reviewed periodically to ensure that it remains current. If unanticipated conditions warrant, the Plan can be amended, following technical study and public hearings by the Commission and Council.

CITIZEN PARTICIPATION

It is recommended that citizens' committee activities be encouraged and expanded so that the Land Use Element and all development programs can be based on maximum involvement and true reflections of the aspirations of the citizens.

OPEN SPACE/RECREATION/CONSERVATION ELEMENT

Prepared by
City of Seal Beach
Planning Department

Fall, 1973
Revised Spring, 1978

RESOLUTION NO. 2275

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SEAL BEACH APPROVING AN OPEN SPACE/RECREATION/
CONSERVATION ELEMENT TO THE GENERAL PLAN.

WHEREAS, under California State law all cities must adopt an Open Space/
Recreation Element by December 31, 1973; and

WHEREAS, on September 11, 1972, an interim Open Space/Recreation Element
was approved; and

WHEREAS, on January 8, 1973, a revised interim Open Space/Recreation Element
was approved; and

WHEREAS, on October 29, 1973, a Land Use Element to the General Plan was
approved; and

WHEREAS, the Open Space/Recreation/Conservation Element incorporates many
concepts contained in the interim Open Space/Recreation Element and conservation
provisions and is consistent with the Land Use Element; and

WHEREAS, the Planning Commission approved the Open Space/Recreation/Conservation
Element on November 21, 1973, and recommended that the City Council adopt the Element.
(See Exhibit "A" attached.)

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal
Beach does hereby approve an Open Space/Recreation/Conservation Element to the
General Plan referred to in Exhibit "A" in this resolution. Said Exhibit "A"
shall be considered a part of this resolution and is adopted by reference.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Seal Beach
at a meeting thereof held on the 11th day of December, 1973, by the
following vote: -

AYES: Councilmen Blackman, Burns, Golder, McNew, Selen

NOES: Councilmen None

ABSENT: Councilmen None

Thomas E. Blackman
Mayor

ATTEST:

Dee Dee Wilson
City Clerk

RESOLUTION NO. 2727

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SEAL BEACH APPROVING A REVISED OPEN SPACE/
RECREATION/CONSERVATION ELEMENT TO THE GENERAL
PLAN.

WHEREAS, under California State Law all cities must adopt open space and conservation elements to the general plan; and

WHEREAS, on December 10, 1973, the City Council adopted an Open Space/ Recreation/Conservation Element to the General Plan by Resolution No. 2275; and

WHEREAS, since adoption of the element many park and open space projects have been implemented; and

WHEREAS, it is the desire of the city to increase the local park land standard from 4 acres to 5 acres for each additional 1000 residents; and

WHEREAS, the Planning Commission approved and recommended to City Council adoption of a revised Open Space/Recreation/Conservation Element to the General Plan by Resolution 1116 adopted on December 7, 1977.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby approve an Open Space/Recreation/Conservation Element to the General Plan referred to as Exhibit "A" in this resolution. Said Exhibit "A" shall be considered a part of this resolution and is adopted by reference.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Seal Beach, California, at a meeting thereof held on the 27th day of December, 1977, by the following vote:

AYES: Councilmen Blackman, Gray, Kudell, Laszlo

NOES: Councilmen None

ABSENT: Councilmen Weir

Thomas E. Blackman
Mayor

ATTEST:

Andy Weir
City Clerk

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF SEAL BEACH ADOPTING AMENDMENTS
TO THE OPEN SPACE/RECREATION/CONSERVATION
ELEMENT TO THE GENERAL PLAN

WHEREAS, under California State Law all cities must adopt open space and conservation elements to the General Plan; and

WHEREAS, on December 10, 1973, the City Council adopted an Open Space/ Recreation/Conservation Element to the General Plan by Resolution No. 2275; and

WHEREAS, since adoption of the element, many park and open space projects have been implemented; and

WHEREAS, in conjunction with the proposed Hellman Specific Plan, Gum Grove Park is proposed to be dedicated to the City, an 18+ acre park is proposed to be dedicated and the Los Alamitos Retarding Basin is proposed as an Orange County Regional Park; and

WHEREAS, on May 20, 1981, the Seal Beach Planning Commission approved and recommended to City Council adoption of the amendments to the Open Space/Recreation/Conservation Element to the General Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby approve the proposed amendments to the Open Space/Recreation/Conservation Element to the General Plan referred to as Exhibit "A" in this resolution. Said Exhibit "A" shall be considered a part of this resolution and is adopted by reference.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Seal Beach, California, at a meeting thereof held on the 14th day of June, 1981, by the following vote:

AYES: Councilmember(s) Boyd, Dyer, Gaddis, Jones, and Linder

NOES: Councilmember(s) 12345

ABSENT: Councilmember(s)

Mayor

ATTEST:

City Clerk

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INTRODUCTION

The Open Space/Recreation/Conservation Element is concerned with perceived community needs within these three topical areas. The first portion of this element addresses the question of community open space and recreational needs and the second part of the report deals with the conservation of the city resources. Because open space, recreation and conservation are all closely related, it has been determined that these topics should be considered under a single element.

OPEN SPACE/RECREATION

It is important that during this period of rapid growth within the County that the City of Seal Beach recognize and plan for the present and future recreational and open space needs of this community. The purpose of this segment of the element is to (1) define open space and classify various types of open space uses, (2) describe those parcels or areas which are presently being used for open space purposes and discuss in concept future open space needs of the community, and (3) determine methods to insure that the present and future open space needs of the community are met.

For the purpose of this element open space land shall be defined as any parcel or area of land or water which is essentially unimproved or contains only minor improvements and is devoted to an open space use. Open space use shall be defined as land which is set aside for (1) outdoor recreation, (2) the preservation of natural resources, (3) managed production of resources, or (4) the safety and general welfare of the community.

RECREATION LAND

Open space for outdoor recreation is defined as land which is set aside for neighborhood, community or regional parks, beaches, special use parks or facilities, green belts and open space corridors. These areas provide a pleasant environment for both active and passive recreational activities.

Because undeveloped land is rapidly disappearing, it would be proposed that land for open space uses be secured at the earliest possible time. Then, as additional funds become available, these areas could be developed in accordance with this plan.

The city is establishing a standard of five acres of local parks for each 1,000 residents. The city recognizes the fact that this standard has not always been achieved in the past. However, in consideration of the importance of open space and recreation as contributing factors to the community's welfare, the city will strive to attain this standard in areas which may be developed in the future.

NEIGHBORHOOD PARKS

Neighborhood parks are designed to meet the needs of individual residential developments within the city. While providing for the recreational needs of several age groups, the neighborhood park is primarily designed to cater to needs of the 5 to 14 year old group. Children's play equipment, tennis and basketball courts and horseshoe areas are among the facilities often found at neighborhood parks. These parks vary in size from a single lot to parcels of approximately five acres.

Existing neighborhood parks:

1. Shapell Park - College Park East

E X H I B I T A

2. Gummere Park - College Park East
3. Heather Park - College Park East
4. Aster Park - College Park East
5. Marina Park - Coastal District
6. Eisenhower Park - Coastal District
7. Schooner Park - Coastal District

Proposed neighborhood parks:

1. Los Angeles Water and Power property - Coastal District
2. Marina Park Expansion - Coastal District

COMMUNITY PARKS

Community parks are larger than neighborhood parks and are designed to serve the needs of a broader age group. These parks often attract people from outside the area in which they are located. Typically these facilities contain tennis, volleyball, handball and basketball courts, picnic areas and sports fields for seasonal sports such as baseball and football. Community parks generally range in size from approximately 5 to 30 acres.

Existing Community Park:

1. Edison Park - College Park West

Proposed Community Park:

1. 18.1 acre park on Hellman land adjacent to Flood Control Basin

REGIONAL BEACHES AND PARKS

Regional beaches and parks are designated to meet the needs of both residents and non-residents and usually attract a large number of people from outside the immediate area. Generally these facilities are over 30 acres in size and appeal to all age groups. Natural surroundings and spaciousness are emphasized to a greater degree than in community parks. Regional facilities are often used for day-long outings.

PROPOSED AMENDMENT

The shoreline of Seal Beach would be considered to be of regional significance. Recreational activities are associated with the ocean, beach and pier. Primary recreational activities include swimming, wading, surfing, pier and sport fishing, sunbathing, jogging, volleyball, and some nonorganized games.

It has been proposed in the Master Plan of Regional Parks for Orange County that the area known as the Los Alamitos Basin (Hellman Ranch) become a regional park.

Sunset Aquatic Park lies within the City limits of Seal Beach. Presently the facility has not yet been completely developed. The Aquatic Park will include boat slips, picnic areas, camping facilities, and a boat repair yard. Primary activities will include boating, swimming, fishing, and camping.

SPECIAL USE PARKS OR FACILITIES

Special use parks or facilities are parklike places or special recreational facilities where a unique recreational activity is provided. The service areas and size of these facilities vary according to their principal use. These facilities generally have a neighborhood or community orientation.

Playgrounds at school sites are considered to be special use facilities which provide area for recreational activities. It is estimated that 50% of the area of school sites are used as playgrounds or athletic fields.

Existing special use parks or facilities:

1. Zoeter Elementary School - Coastal District
2. McGaugh Intermediate School - Marina Hill
3. Gum Grove Park - Marina Hill
4. North Seal Beach Community Center - Rossmoor Center

GREENBELTS AND OPEN SPACE CORRIDORS

Greenbelts are recognizable expanses of undeveloped land which provide an attractive open space setting and a buffer between adjacent land uses. Recreational activities in these areas are usually limited to activities such as walking, picnicking and some organized games.

Channels and transmission right of way offer a unique opportunity for joint use of facilities. Because of their configuration, these corridors provide an excellent opportunity to incorporate as a secondary use such things as bicycle paths, equestrian trails and hiking areas. The City should seek the cooperation of other public agencies and private utility companies to expand the uses of existing or proposed corridors under the control of these agencies, or companies.

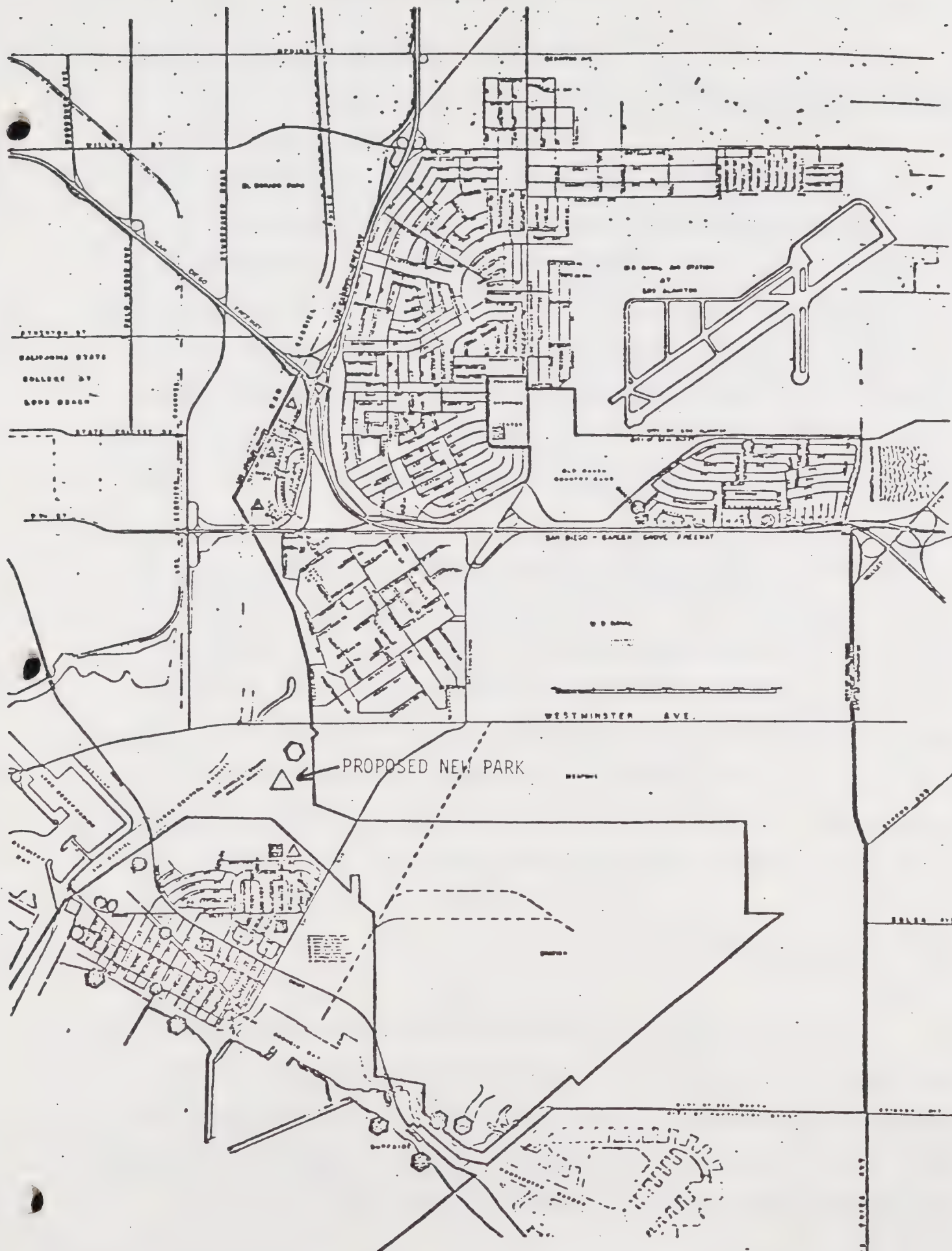
Existing greenbelt:

1. The Pacific Electric right of way - Coastal District

Proposed greenbelt:

1. San Gabriel River Bicycle Trail - Coastal District

PROPOSED AMENDMENT PARKLAND



THE CITY OF SEAL BEACH
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Regional Parks
Community Parks

Existing Proposed
▲ ▲

POTENTIAL RECREATIONAL AREAS

It is important that land be dedicated for park space or fees be paid in lieu of dedication of land as residential development continues within the community. The exact amount of land to be dedicated cannot be determined at this point in time since numerous interrelated factors must be taken into account for any proposed project. The city has established a five acre per 1000 population requirement to serve the recreational needs of future residents within the community. Land dedicated for park purposes should be strategically located within any proposed development to be of greatest benefit to the future residents and to the community as a whole.

Several concepts related to parks and open space were presented in the Land Use Element which should be implemented if they are determined to be feasible. A greenbelt may be established behind Marina Hill linking First Street with Gum Grove Park and Seal Beach Boulevard, thus providing a buffer between residential and other possible types of land uses. It would also be desirable at some future date to develop a park which would link Seal Beach Boulevard to Gum Grove Park. The exact location and size of that facility should be determined at the time that the area behind Marina Hill is proposed to be developed.

PRIVATE RECREATIONAL FACILITIES

Private recreational facilities are not open to the general public but do provide open space and a service to the community which might otherwise not be provided. These facilities may be located within a residential development and owned and maintained by the residents of the community or they could consist of individually owned and operated commercial enterprises.

PROPOSED AMENDMENT

Existing private recreational facilities:

1. Leisure World Golf Course - Leisure World
2. Leisure World Club Houses - Leisure World
3. Old Ranch Country Club - Adjacent to College Park East
4. Old Ranch Tennis Club - Adjacent to College Park East

<u>EXISTING</u>	<u>ACREAGE</u>	<u>PROPOSED</u>	<u>ACREAGE</u>
<u>Regional Parks</u>			
Beaches	52#	Los Alamitos Retarding Basin, Ph. 1	38
Sunset Aquatic Park	28#	Sunset Aquatic Park	67
<u>Community Parks</u>			
Edison	26****#	<u>Hellman</u>	<u>18.1</u>
<u>Neighborhood Parks</u>			
Shapell	1.8	Marina Community	1*****
Marina Community	1.4#	L.A. Water & Power	3*
Eisenhower	1.4		
Schooner	.8		
Gummere	1.3		
Heather	1.6		
Aster	.6		
<u>Greenbelt</u>			
Pacific Electric R/W	8.2#	San Gabriel River	2.3
<u>Special Use Facilities</u>			
Gum Grove	10#	<u>Gum Grove</u>	<u>1.1</u>
North Seal Beach Ctr.	.5#		
McGaugh School	6.8**#		
Zoeter School	2.4**#		
<hr/>			
TOTALS	142.8		<u>133.5</u>

GRAND TOTAL (Existing and Proposed) = 276.3 acres

-
- * A portion of the Los Angeles Water & Power property will be held in open space.
 - ** A portion of school site estimated to be used for recreational purposes.
 - **** Sites are presently under lease by the City
 - ***** Site is proposed to be leased by the City.
 - # Acreage includes parking lots and/or buildings.

NATURAL RESOURCE LAND

Within the City areas have been designated for the preservation of natural resources. Natural resource areas would include land set aside for the preservation of plant and animal life, areas required for ecological and other scientific study purposes, bays and estuaries and coastal beaches.

The Seal Beach National Wildlife Refuge located at the base of Anaheim Bay lies within the City. The refuge contains approximately 1200 acres and provides a home for a number of species of fish and fowl including several endangered species of birds. The marshlands serve as a nesting place for birds on their migrations and a spawning area for fish. The Wildlife Refuge is located within the Seal Beach Naval Weapons Station which contains large quantities of open space and provides variety within the predominantly urban setting.

The City's two miles of coastal beaches provide an environment in which various types of plant and animal life exist. Attempts should be made to maintain an environment in which a majority of these life forms may continue to survive.

A portion of Marina Hill contains a dense grove of eucalyptus trees which is known as Gum Grove Park. There are over 800 trees within this facility. This area should be preserved for the enjoyment of the residents of the community.

LANDS FOR THE PRODUCTION OF RESOURCES

Within Seal Beach certain parcels of land are being used for agricultural production.

Presently commercial agricultural activities are restricted to the Seal Beach Naval Weapons Station. About 2000 acres of the Station are currently used for the production of staple vegetable crops such as carrots, beets and

corn. It would appear that agricultural production will continue on the Weapons Station for an indefinite period of time since it has been determined that agriculture production is a compatible secondary use for a portion of the base.

OPEN SPACE FOR PUBLIC SAFETY

One earthquake fault is known to exist within Seal Beach. This fault is referred to as the Newport-Inglewood Fault. The fault zone is located to the north of Marina Hill and parallels the coast. The hill has resulted from uplifting action of the fault.

The most recent movement of this fault which caused damage in the Seal Beach area occurred in 1952. The 1933 Long Beach Earthquake was also attributed to movement along this fault.

Prior to any development adjacent to the fault zone careful study should be undertaken to insure the safety of such development. The question of the safety of construction adjacent to this fault is one of the subjects of the Seismic Safety Element. At this time it would appear that certain property in the fault zone may be retained as open space in the public interest.

FUNDING

In consideration of the preservation of open space as outlined in this element, it is imperative that all sources of possible funding be explored. Federal and State assistance should be sought for projects under the revenue sharing program. In addition, other possible methods of financing would include allocations from the City's general fund, general obligation bonds, assessment districts, environmental reserve tax funds, park and recreation funds for

subdivision and non-subdivision developments, and in restricted areas, redevelopment agency funds.

ACTION ORIENTED PROGRAM

In an attempt to preserve open space lands, the following recommendations are made:

1. The City should explore all sources of possible federal, state and county funding for open space lands.
2. The City should make every attempt to secure joint use of open space corridors and lands set aside for seasonal use by other public agencies and private utility companies.
3. Zoning should be investigated as an alternative to preservation of open space lands. An open space zoning ordinance, which is consistent with this plan, has been adopted.

CONSERVATION

This portion of the report addresses the issues of conservation, development and utilization of natural resources within the planning boundaries of the City of Seal Beach. The following topics are addressed within this section of the element:

1. Water and its hydraulic force
2. Beach erosion
3. Harbors
4. Wildlife
5. Rivers
6. Soils
7. Forests
8. Minerals

WATER

The City of Seal Beach is included within the Orange County Water District. The District is responsible for replenishing the ground water basin which serves an area from the base of the Santa Ana Mountains to the ocean. Colorado River water is percolated into the underground aquifers at settling basins located at the higher elevations at the base of the mountains. Pressure is created, due to grade differential, which causes the underground water to be carried in a westerly direction. The ground water is extracted from wells located throughout the District.

Each year the Board of Directors for the water district determines a ratio of ground water to imported water which will best serve the management needs of the District. Because of demands on the ground water basin, approximately 75,000 acre-feet of Colorado River water are percolated into the basin annually.

In the past the City has experienced some salt water intrusion into the underground basin. Intrusion of salt water has occurred in an area beneath the San Gabriel River channel. As a result, barrier wells have been drilled which inject fresh water into those areas which are referred to as "gaps." The boost in water pressure created by the injection wells prevent salt water intrusion from recurring. The barrier wells in the greater Seal Beach area are located on the west side of the San Gabriel River and are operated by the Los Angeles County Flood Control District. This conservation measure to protect the underground basin will continue indefinitely.

Seal Beach operates five domestic fresh water wells and periodically imports additional water through the Metropolitan Water District. The domestic wells supply water to all districts on a routine basis. Water is purchased from the Metropolitan Water District when the well water supply is short due to

maintenance or breakdown. Presently the City supplies 100% of the community's water needs and acquires water from the Metropolitan Water District in emergency situations only.

The Surfside Colony water system is presently operated by the City of Huntington Beach. The City of Seal Beach is negotiating the purchase of this system to incorporate it into the citywide system.

The City currently has two reservoirs, with a total storage capacity of seven million gallons. A four million gallon reservoir is located on Beverly Manor Road adjoining the San Diego Freeway and a three million gallon reservoir is situated on the Naval Weapons Station adjacent to Marina Hill. On an average, four million gallons of water is used each day within the community. Daily consumption varies from two and one-half million gallons in the winter to six million gallons during a hot summer day.

The Land Use Element of the City's General Plan projects limited growth over the next 12 years. However, even with minor increases in population, the City should give serious consideration to constructing a third reservoir within the City. With the expanded storage capacity the City would reduce the risk of a water shortage in an emergency situation.

THE CITY OF SEAL BEACH
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JULY 1, 1967

FLOOD CONTROL

Flood control measures have been implemented throughout the community. Major drainage channels within the City drain into the San Gabriel River, Anaheim Bay and Huntington Harbor. The Orange County Flood Control District and the City are responsible for the flood control improvements within the community.

There are two flood control retarding basins within the City. A 38 acre basin is located south of Westminster Avenue and west of Rockwell International's Seal Beach facility. This basin may be suitable for dual usage. These uses would consist of a flood water retarding basin during the winter and a regional park during the drier portions of the year. The Old Ranch Council Club golf course is used as a retarding basin for storm water run-off from College Park East and the Los Alamitos Naval Air Station during heavy rains.

In the future the City should consider the following capital improvement project:

1. Increasing the capacity of the Northwest Storm Drain system.

At the County level, Orange County Flood Control District has developed a number of conservation techniques. These measures include the use of importing aqueducts, additional reservoirs, importing of spreading works and maintenance of open bottom designed channels located on pervious ground.

BEACH EROSION

Historically the stability of the shoreline was dependent upon the delicate natural balance between the erosive forces of the wind, surf and tide and the replenishment of beach building materials brought down the Los Angeles and San Gabriel Rivers. Replenishment sands from rivers have been traditionally transported southeastward by the littoral (shoreline) currents. When the Federal offshore breakwater, the First St. jetty and the breakwaters at Anaheim Bay were constructed, the littoral currents in the general area were partially blocked and altered.

Three areas will be referred to in consideration of the Seal Beach shoreline erosion problem.

1. The west beach is the area between the San Gabriel River and the pier.
2. The east beach extends from the pier to the west jetty of Anaheim Bay.
3. Anaheim Bay and Surfside beaches are considered together and extend from Anaheim Bay to Anderson Street.

The jetties and the Federal breakwater were built in the 1940s. The construction of these public improvements changed the littoral currents affecting the east and west beaches. Instead of transporting material in a southeasterly direction, the shoreline currents were reversed and flowed in a northwesterly direction. In 1958-59 a groin was constructed at the base of the pier to restrict the erosion problem. The groin did not eliminate the erosion problem and it has been estimated that 20,000 cubic yards of sand is lost each year from the east beach. This sand is carried away both through the Navy harbor and west breakwater and around the end of the groin to the west beach. In addition, the San Gabriel River adds sand to the west beach. Because of the changes in the shoreline currents, this sand collects as a delta at the mouth of the river.

Artificial means must be used in order to replenish sand to the east beach. In 1970, 100,000 cubic yards of beach sand was redistributed to the east beach. The City maintained a continuing redistribution program during the winter months to provide protection from flooding due to high tides.

Because of the changes in littoral currents, the beach at Surfside erodes at a rate of about 70 lineal feet per year. In 1972, the Corps of Engineers replenished the Surfside and Sunset Beach beaches with 1.5 million cubic yards of sand pumped from Anaheim Bay. This project is designed to fulfill the replenishment needs of these beaches until 1978.

Because the littoral currents have been altered, the problem of beach erosion will continue indefinitely. While the Corps of Engineers replenishes sand at Surfside, the City must assume full responsibility for redistribution of sand from the west to the east beach. The City should continue to seek assistance from State and Federal agencies in order that the City might be relieved of a portion of the burden and expense of maintaining this facility of regional significance.

HARBORS

Anaheim Bay is located in the Seal Beach Naval Weapons Station between the Coastal District and Surfside Colony. The Bay was first used as a commercial harbor in the 1860s. Cargo was shipped inland to the Santa Ana valley. Anaheim Bay served the interior of Orange County for fifteen years. In the mid-1870s rail lines were extended into Orange County and the commercial activity at the bay declined.

In the 1920s the strand at Anaheim Bay took on a residential character. In the early 1940s the Federal Government purchased Anaheim Bay and the adjacent land and developed the Seal Beach Naval Weapons Station. The configuration of the bay was modified to accommodate the Navy's needs and in 1944, two jetties were constructed into the ocean to form a harbor entrance. A 1000 foot long wharf was constructed to service naval vessels.

The Weapons Station handles over 600 military ships per year. Anaheim Bay also provides a channel entrance to Sunset Aquatic Park and Huntington Harbor. Presently, there are approximately 250 boat slips in Sunset Aquatic Harbor. It is anticipated that harbor expansion will be limited because of the possible adverse effects upon the National Wildlife Refuge located on the Weapons Station. In addition to reducing the number of boat slips, the configuration of the park facility has been altered to lessen its impact on the marshlands to the west.

Because of small craft traffic in the Sunset-Bolsa Harbor areas, a channel is being considered for development adjacent to Warner Avenue. If this channel is constructed, access through Anaheim Bay would be limited, thus reducing the impact on the Wildlife Refuge.

Anaheim Bay links the salt marshlands with the ocean. The bay provides access to the marshlands for fish and because of tidal fluctuations, circulates water throughout the marsh.

WILDLIFE REFUGE

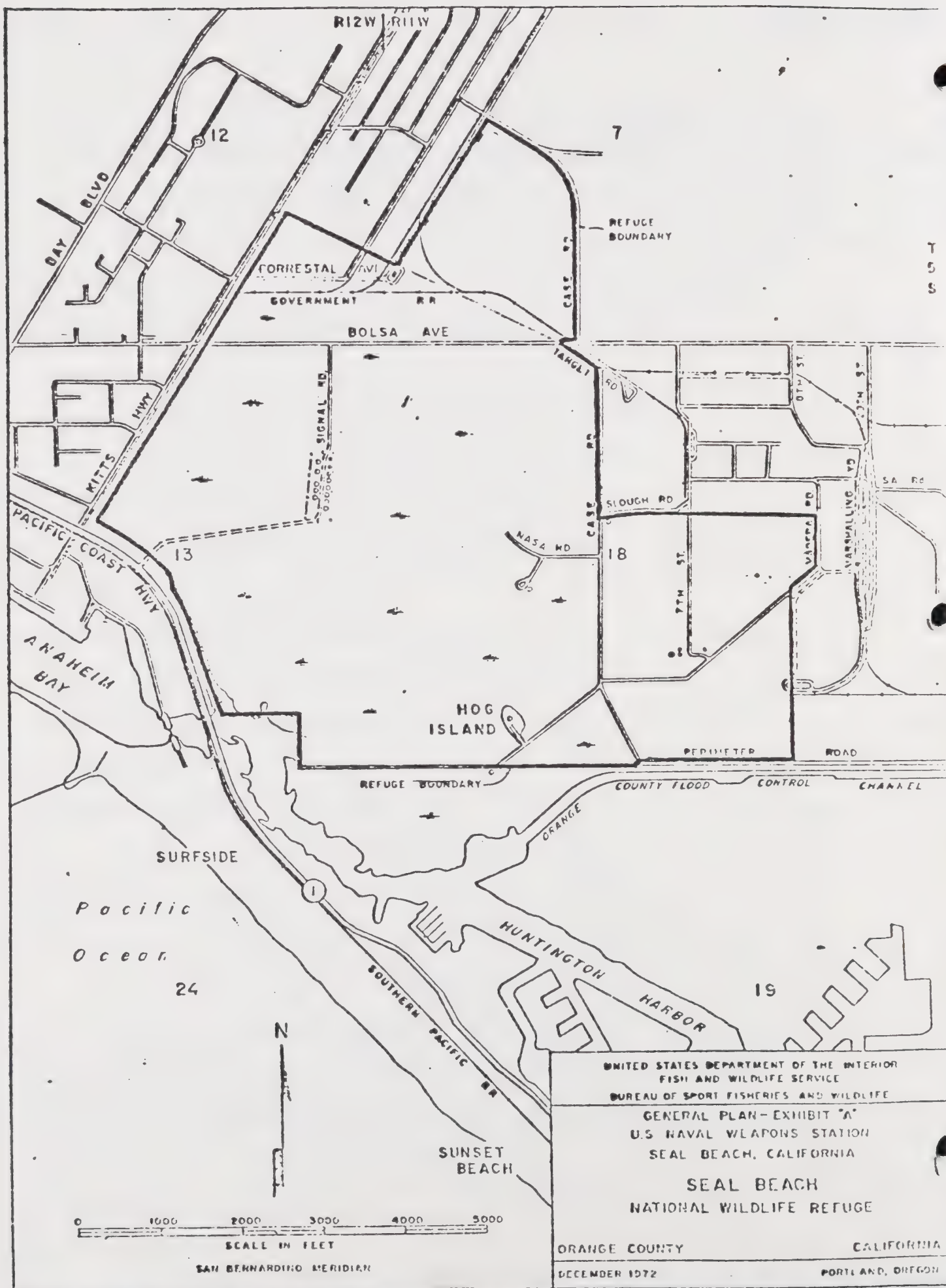
In 1972, the United States Congress established the Seal Beach National Wildlife Refuge on the Seal Beach Naval Weapons Station. The refuge contains 700 acres of marshland and 500 acres outside the slough area proposed to be restored to their natural condition in a short period of time.

It has been established that over 100 species of birds are found within the boundaries of the refuge during the course of a year. The marshland is primarily used as a roosting area for birds. During peak migration in December over 10,000 birds use the marshlands in the course of the month. Four species of birds which are presently on the State and/or Federal lists of endangered species habituate the marshlands. These endangered species are the Light-footed Clapper Rail, the California Brown Pelican, the Peregrine Falcon, and the California Least Tern.

In addition to the birds, 61 species of fish have been identified in Anaheim Bay and the tidal channels of the marshlands. A number of these species spend at least a portion of their life cycle in the marsh estuarine system.

The Naval Weapons Station has developed a wildlife management program. This program includes the development and implementation of a wildlife management and conservation plan consisting of the following:

1. Identification of key fish and wildlife species found within the refuge.
2. Restoration of additional tidelands on the Station.
3. Increasing natural control of rodents.
4. The development of nesting areas for various species of birds.
5. The establishment of feeding areas for birds.
6. Establishing permanent fresh water ponds thereby creating new habitats.



UNITED STATES DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
BUREAU OF SPORT FISHERIES AND WILDLIFE

GENERAL PLAN - EXHIBIT "A"
U.S. NAVAL WEAPONS STATION
SEAL BEACH, CALIFORNIA

SEAL BEACH
NATIONAL WILDLIFE REFUGE

ORANGE COUNTY

CALIFORNIA

DECEMBER 1972

PORTLAND, OREGON

RIVERS

The San Gabriel River is located on the western boundary of the City. The river which originates in Los Angeles County empties into the ocean at Seal Beach. The river transports sands which aid in the replenishment of beach sands. In addition, the river provides an outlet for flood control basins and channels within the City.

SOILS

Within the City of Seal Beach, soils are generally considered good for agricultural purposes. Prior to the rapid urban development in western Orange County much of the land was used for growing crops.

Today the greatest majority of the land is developed with the exception of the Seal Beach Naval Weapons Station. The Navy leases over 2,000 acres of land for truck farming. The soils on the Station are fertile and subject to few limitations with a low risk of damage when cultivated. As long as farming does not interfere with the primary mission of the Weapons Station it would appear that crops will continue to be grown as a secondary use of the land.

FORESTS:

Within the City one area would qualify as a forest within a highly urbanized area. This would be the 10+ acre site located on the north slopes of Marina Hill, known as Gum Grove Park. There are over 800 eucalyptus trees in the park. These trees provide a nature area for passive recreation and a buffer between the single family residential development on the Hill and the oil extraction operation conducted on the Hellman property to the north.

The City presently has a lease on the Gum Grove Park which will terminate. Whether the Gum Grove remains under private ownership at that time or is purchased by the City, it should be a goal of the community to preserve this grove of eucalyptus trees.

MINERALS

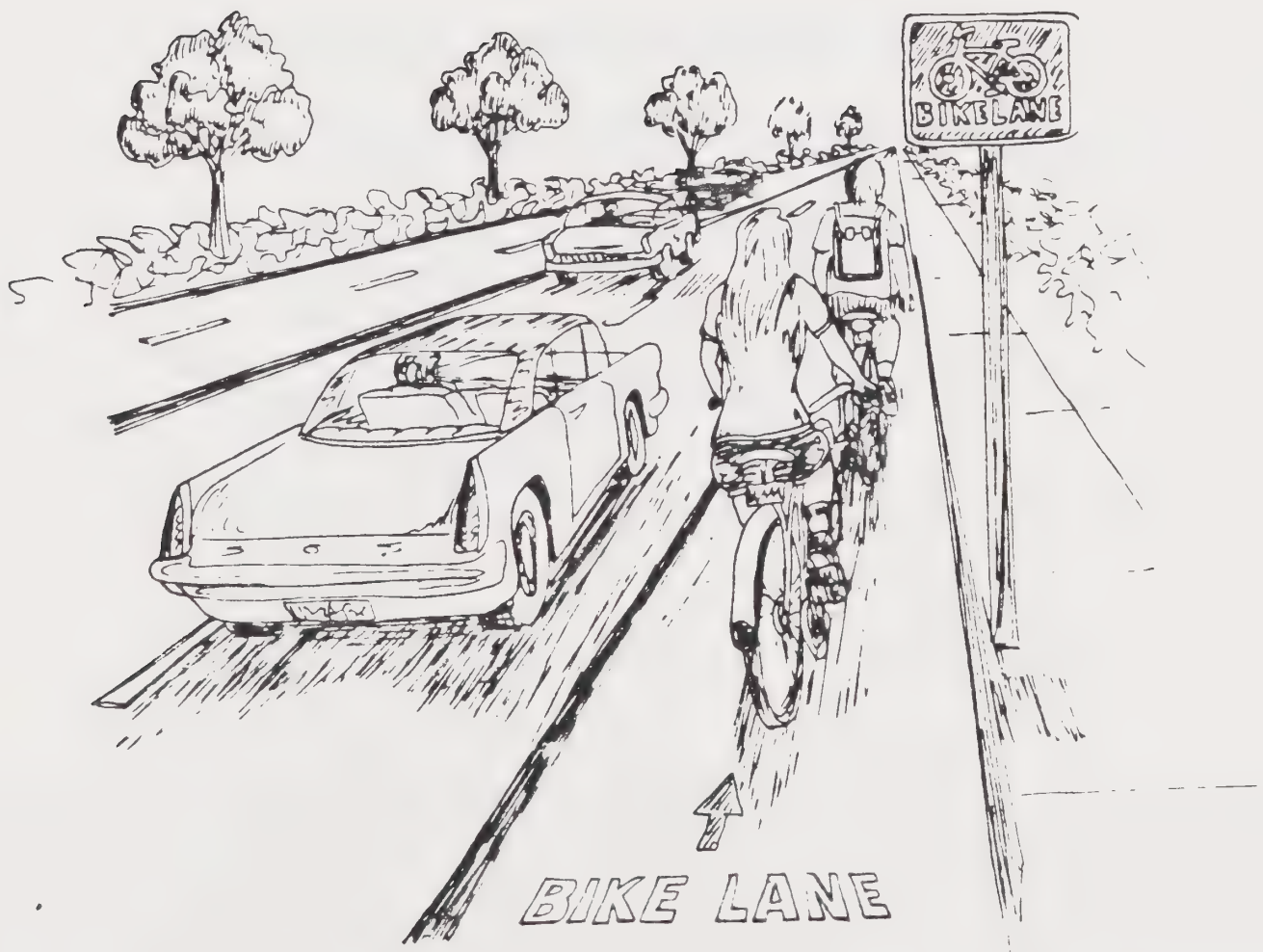
Some oil extraction operations are conducted within the City. Two oil extraction sites are maintained within the tidelands area of Seal Beach. These sites are known as Belmont II, an oil drilling platform, and Esther Island. Oil extraction operations are also conducted along the Newport-Inglewood Fault on the Hellman Estate and on an oil lease site in the National Wildlife Refuge on the Seal Beach Weapons Station.

It would appear that the oil fields within the City's sphere of influence will continue in operation through 1985. Should oil extraction activities be proposed within the City, existing ordinances would regulate the operations to insure compatibility with other types of surrounding land uses.

CONCLUSION

It is the intent of the Open Space/Recreation/Conservation Element to provide direction for the City in meeting the communities needs in these three topical areas. It is proposed that this element be reviewed periodically to insure that it reflects the current thinking of the community.

BICYCLE ROUTE ELEMENT SEAL BEACH GENERAL PLAN



Prepared by:
Planning Department
Department of Public Works
The Recreation Department

RESOLUTION NO. 3293

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SEAL BEACH ADOPTING A BICYCLE ROUTE ELEMENT
TO THE GENERAL PLAN OF THE CITY OF SEAL BEACH.

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

WHEREAS, the City of Seal Beach recognizes the need to provide for its bicycling residents a safe system of bicycle routes connecting the various portions of the city; and

WHEREAS, the bicycle route element to the General Plan would provide routes that when implemented would afford its residents not only citywide bicycle trails but connections with routes in Orange County, Los Angeles County and Long Beach; and

WHEREAS, the bicycle routes shown in the element would benefit all Seal Beach residents; and

WHEREAS, the Planning Commission approved the Bicycle Route Element by Resolution No. 809;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt the Bicycle Route Element to the General Plan attached hereto as Exhibit "A" and made a part hereof.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting thereof held on the 25th day of February, 1974, by the following vote:

AYES: Councilmen Blackman, Saldana, McHenry, Lerner

NOES: Councilmen None

ABSENT: Councilmen Lynn

Thomas E. Blackman
Mayor

ATTEST:

Jacqueline Wein
City Clerk

BICYCLE ROUTES

SECTION I	Introduction
	A. Bicycles in the Urban Environment
	B. Definitions
SECTION II	Bike Route Proposals
SECTION III	Design Standards
SECTION IV	Implementation
SECTION V	Future Bike Routes

BICYCLE ROUTES

I. Introduction

A. Bicycles in the Urban Environment

The recent surge of popularity in cycling has created increasing demand for bicycle facilities. Formerly considered primarily a vehicle for children, the bicycle now enjoys great popularity among adults. Along with the increase in bicycle popularity a shortage of bicycle routes has become apparent in the automobile oriented Southern California environment.

Over 10 million bicycles were sold in the United States in 1972. California accounted for 15% of these sales. The Orange County Planning Department estimates that there are 500,000 bicycles in Orange County. The Seal Beach Police Department estimates that the city has 15,000 or 3% of the total bicycles in the county. It is predicted that more bicycles will be purchased this year than automobiles.

The shift in the adult population's use of the bicycle is due to increased interest in the bicycle as a means of transportation. With society looking for alternatives to the automobile, the bicycle is receiving increasing attention. There are also the recreational aspects of bicycling. It is a healthful form of exercise that can be enjoyed by young and old. The recreation orientation of Seal Beach, its mild climate, beaches, and other recreation facilities provide an attractive atmosphere for the cyclist.

With the increased use of the bicycle has come an increase in bicycle safety problems. A 1972 study at the University of California at Irvine emphasized the incompatibility between automobiles and bicycles when competing for the same transportation space. The National Safety Council reported a 78% increase in bicycle-automobile accidents during the 1960-70 decade. While bicycle safety data is scarce, studies have indicated that almost any type of bicycle riding facility improves bicycle safety.

How to provide bicycle facilities is the most important consideration. Experience in providing bicycle trails is limited. However, the demand and need for bicycle facilities is clear. They must be provided. Hopefully, new sources of funds for these facilities will become available.

B. Definitions

Bike - The definition of the word "Bike" is the same as for the word bicycle as defined in the California Vehicle Code, Paragraph 21200, "A bicycle is a device upon which any person may ride, propelled by human power through a belt, chain or gears, and having either two or three wheels in a tandem or tricycle arrangement."

Bike Route - A route for bicycle travel along bike paths and other facilities which will accommodate bicycles and their riders. The bike route may be a bike path, bike trail, bikewalk, or a bike lane.

Bike Path or Bike Trail - A specifically designated area for bike travel separated from the roadway.

One Way Bike Lane - A lane within the roadway designated for the one-way use of bicycles.

Two Way Bike Lane - A lane within the roadway designated for the two-way use of bicycles.

Bikewalk - A sidewalk designated for bicycles as well as pedestrian travel with pedestrians having the right-of-way.

Separation - An intervening space or a physical barrier between the bike path and the roadway so that the bike path is not contiguous to the outer edge of the paved highway shoulder.

The term "Bikeway" should not be used. One of the above defined terms should be used instead.

II. Bike Route Proposals

Presently three and one-half (3½) miles of bike routes have been improved along Seal Beach Boulevard.

The recommended plan includes approximately 16 miles of bike routes and is indicated in Figure I which incorporates the following:

The bike route system is coordinated with those planned by surrounding cities and counties.

The bike routes are located to follow the simplest and flattest terrain possible. Although active cyclists riding geared bicycles may be able to travel grades of eight per cent or more, the general public can not be expected to do likewise. A six per cent grade is considered the maximum for general cycling.

The proposed routes are intended to link the beach, parks, schools, and shopping areas to all residential areas and to other city and county bike routes.

III. Design Standards

In developing the construction details for Phase I the Public Works Department adopted the following design standards:

Fully Improved Street - A 5 foot to 8 foot bicycle lane wherever possible on each side of the street as indicated in Figure II. Cyclist safety may in some cases benefit by placing both bicycle travel lanes on one side of the street.

Partially Improved Street - One or two way bike trails will be 5 foot to 10 feet wide respectively on each side of the street. These are usually temporary until the street is fully improved at which time bike lanes will be placed on the streets. Additionally, where feasible and desirable, sidewalks will be utilized as bikewalks.

Parking - Parking will generally be prohibited in the marked bicycle lanes.

Striping - Bike lanes will be striped utilizing a six inch wide reflectorized white line. The words "Bike Only" and a directional arrow will be painted on the pavement at intersections.

Signing - The standard International bicycle symbol has been selected for signing on-street bicycle trails.

Bike route signs will be spaced at intervals on the bike trails and wherever the trail changes direction. Bike crossing signs are placed on every street approaching the bike route. The total signing requires about eight signs per half mile in both directions. Figure II illustrates the signing.

IV. Implementation

In order to take advantage of the efforts expended and benefits to be derived, the bike route element to the General Plan should be adopted by the Planning Commission and City Council and thereafter be put to maximum use.

The following outline should provide a sound approach to implementation of the plan.

A. Codes and Ordinances

Implementation of the "Bikewalk" concept will require adoption of an ordinance by the City Council permitting bicyclists to travel on sidewalks in areas so designated.

B. Capital Improvement Procedure

Implementation, however, will primarily fall within the scope of the normal City Council budgetary process involving staff evaluation and recommendation with the City Council setting the final improvement priorities and providing the necessary funding.

An on-going process of bike route improvements should attempt to provide for the following:

1. Highest priority projects should be those routes with the greatest level of bike traffic.
2. Initial improvements should focus on areas with histories of accidents involving bicyclists.
3. Wherever possible bike route improvements should be incorporated into and coordinated with capital improvement projects involving street widening, undergrounding of drainage facilities, park and open space recreational development, and bridge improvement and reconstruction.
4. As bike routes are improved which are intercepted or continued with those of adjoining cities, every effort should be made to coordinate such improvements.
5. Annually the City Council and staff should evaluate the success of prior years efforts in implementing the plan

and make adjustments in the investment in the system according to the perceived needs of the bicycling public. This may involve gathering public input by the Parks and Recreation Commission.

C. First Year Priorities

During the period following adoption of the element priorities for improvements are as follows:

1. Seal Beach Boulevard Route.

Bradbury Road to Electric Avenue.

2. Pacific Coast Highway Route.

San Gabriel Flood Control Channel Bridge (Seal Beach side) southeast to Anderson Street.

NOTE: That portion of the trail system proposed to extend northwest on Electric Avenue from Seal Beach Boulevard to Marina Drive then westerly on Marina Drive to First Street then northeast on First Street to Pacific Coast Highway should be implemented in conjunction with the Pacific Electric right-of-way development.

3. San Gabriel Flood Control Route.

Edison Park south to Pacific Coast Highway.

During subsequent years, beginning with fiscal year 1974-75, priorities are to be set through the normal City Council budgetary process as described above (Section IV B).

V. Future Bike Routes

A number of funding sources for bicycle trails have become available during the past year. However, in almost all cases a plan of this type is prerequisite to securing those funds. Additionally, it is anticipated that more programs will come into being if present trends continue. The rate of completion of improvements depends on how many additional programs are created and the level of the city's success in obtaining funds under existing and new programs.

However, between now and the completion of the implementation phase of the plan, we should prepare ourselves to answer the following questions as best as possible. Where should the emphasis be placed for future routes? Do we upgrade these trails to higher safety standards or do we construct more trails to the same standards to serve more of the population? Or do we concentrate on off-street trail systems?

It appears that the bicycling trend is developing to the point where there would be justification for bicycle routes on all arterial streets in the city. Bike routes could become a part of the permanent design standards for the arterial street system. In addition to routes on arterial streets, a continuing program of providing off-street bicycle trails will be pursued. The City would then end up with bike trail systems, combining off-street and on-street routes, to serve the bicycling needs of the public.

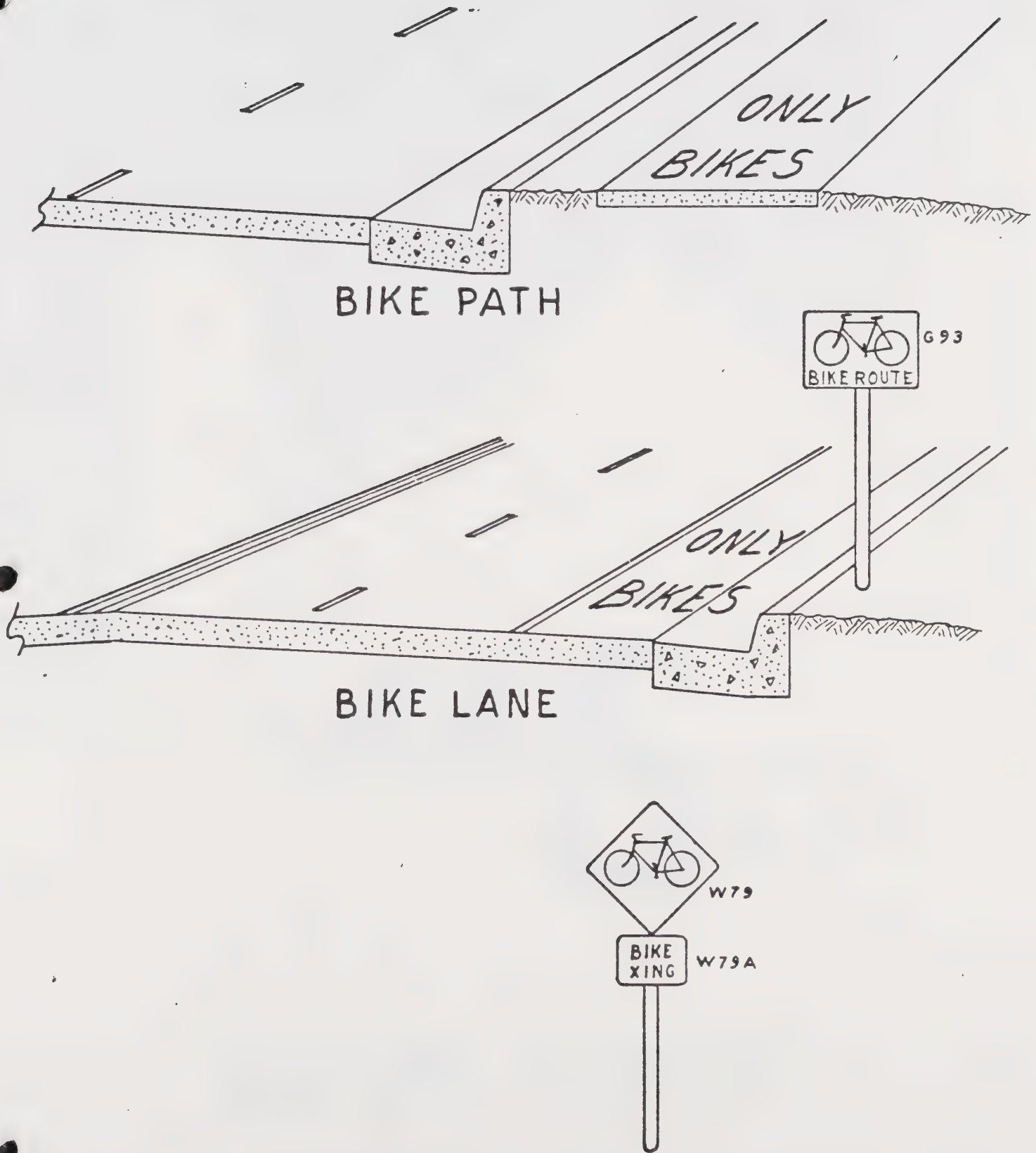
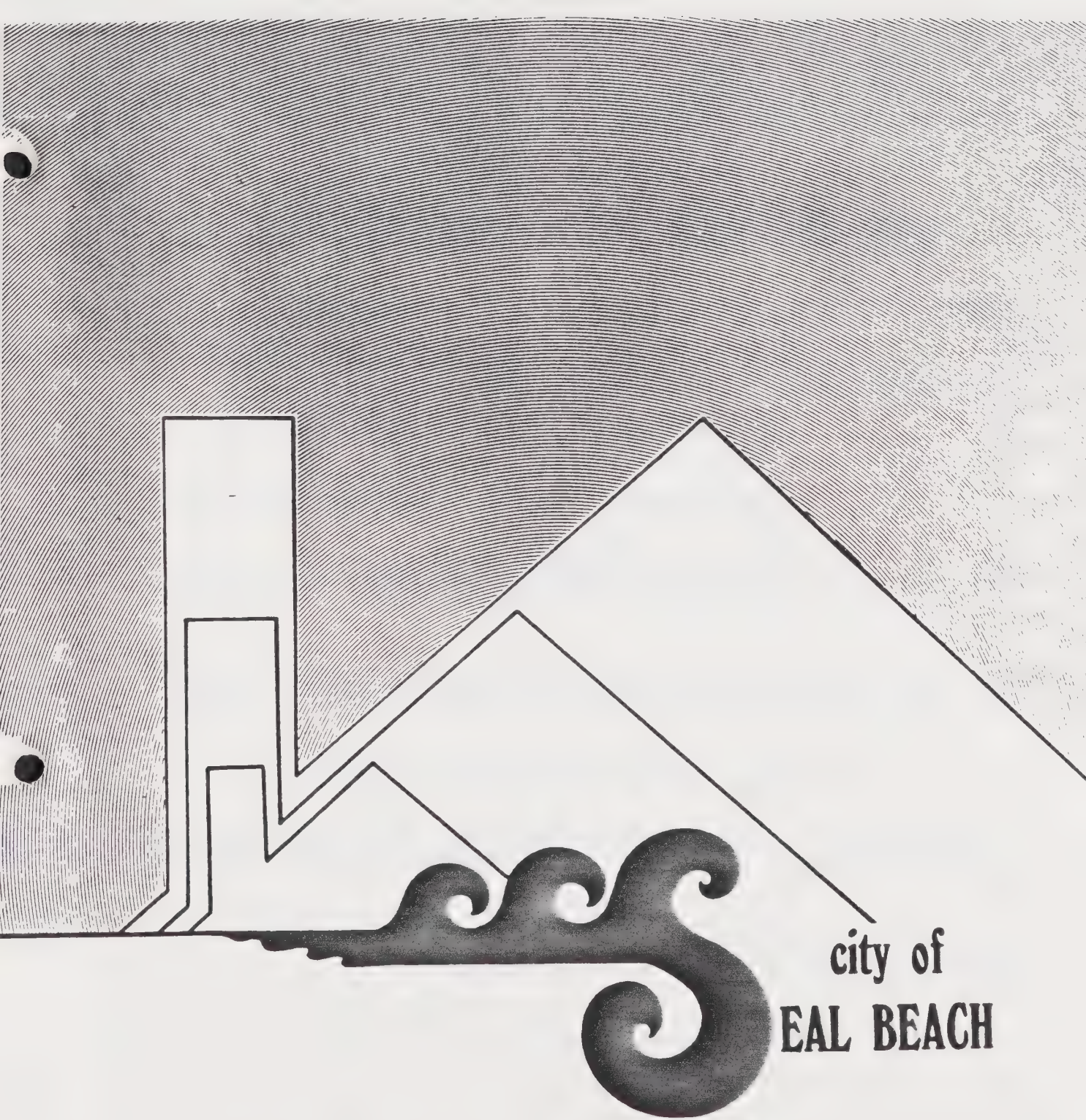


Fig. II



city of
EAL BEACH

HOUSING ELEMENT

comprehensive general plan

RESOLUTION NO. 3186

A RESOLUTION OF THE SEAL BEACH CITY COUNCIL ADOPTING A
REVISED HOUSING ELEMENT TO THE CITY'S GENERAL PLAN

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

WHEREAS, California Government Code Section 65302(c) requires a Housing Element of all City general plans; and

WHEREAS, the City of Seal Beach presently has a Housing Element to the General Plan adopted in 1974; and

WHEREAS, a revised Housing Element was prepared in compliance with State guidelines; and

WHEREAS, the Planning Commission of the City of Seal Beach held a public hearing as required by law on the Housing Element on July 7, 1982; and

WHEREAS, by Resolution #1264, the Planning Commission unanimously approved and recommended to City Council adoption of the revised Housing Element; and

WHEREAS, on July 26, 1982, the City Council held a public hearing on the draft revised Housing Element to the City's General Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby adopt the revised Housing Element to the General Plan attached hereto and made a part hereof.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting thereof held on the 26th day of July, 1982 by the following vote:

AYES: Councilmember(s) Burgess, Dyer, Galt, Hines, and Hines

NOES: Councilmember(s) None

ABSENT: Councilmember(s) None

Williamke Vanderstary

Mayor

ATTEST:

Jeanne M. Galt
City Clerk

HOUSING ELEMENT
SEAL BEACH COMPREHENSIVE GENERAL PLAN

DRAFT

Prepared for
City of Seal Beach Planning Department

Prepared by
BCL Associates, Inc.

June, 1982

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INTRODUCTION

1.1 Authorization

In 1967, the California Legislature made it mandatory for each county and general law city in the State to include a housing element as part of their adopted general plans. This legislation, Section 65302(c) of the California Government Code, was subsequently expanded to encompass charter law cities, which includes the City of Seal Beach. In compliance with this statutory mandate, the City adopted a housing element to the Seal Beach General Plan in December, 1974.

In requiring the preparation of a housing element, Section 65302(c) of the Government Code indicates that the element shall consist of "standards and plans for the improvement of housing and for the provision of adequate sites for housing." This element shall also "make adequate provision for the housing needs of all segments of the community." This legislation further states that housing elements shall be prepared in accordance with guidelines promulgated by the State Department of Housing and Community Development.

The Department of Housing and Community Development initially promulgated guidelines for the preparation of housing elements in 1977. However, these guidelines were subsequently revised and in 1980 became statutory requirements with the enactment of AB 2853. This legislation also clearly indicates that the guidelines are advisory in nature.

The Housing Element Guidelines, as contained in Title 25 of the California Administrative Code, require that housing elements include 1) an evaluation of the local housing problem including an analysis of the capacity of the existing housing supply to provide all economic segments of the community with decent housing, and 2) a housing program consisting of a comprehensive problem-solving strategy adopted by the local governing body which both establishes local housing plans, policies and priorities aimed at alleviating unmet need and remedying the housing problem, and sets forth the course of action which the locality is undertaking and intends to undertake to effectuate these goals, policies and priorities. Given this legislative background, the Housing Element of the Seal Beach General Plan has been prepared in compliance with Section 65302(c) of the Government Code and the Housing Element Guidelines.

1.2 Purpose and Content

The Housing Element of the Seal Beach General Plan is an official policy statement of the City regarding the type and amount of housing to be provided in the community. In setting forth local housing

policy, this element reflects existing conditions and constraints as well as opportunities for improving and expanding the housing supply. This element addresses four specific aspects of housing in the City of Seal Beach: 1) quantity or supply, 2) quality or condition, 3) affordability, and 4) accessibility.

As is characteristic of all general plan elements, the housing element is comprehensive, long-range and general in nature. The housing element is comprehensive in that it considers all geographic parts of the city, a full range of housing types and lifestyles, and the needs of all economic segments of the community. The element is long-range since it addresses both immediate concerns and projected housing needs over an extended period of time (i.e., five to 20 years into the future). The element is also general in that it discusses policies and programs rather than specific sites and projects.

The housing element is intended to serve as a guide for local decision-making bodies when dealing with housing related issues. The policies contained in this element will be applied by local decision-makers when evaluating specific projects. This document is intended to be a dynamic, action-oriented planning tool. As such, it will be periodically reviewed and updated as necessary in order to respond to changing conditions within the community.

The housing element is divided into five major sections. The first section of the element is a community profile which discusses both population and housing characteristics. Having documented existing conditions in the community, housing needs are assessed and identified in the second section of the element. The need for expanding the overall supply of housing while maintaining the quality of existing housing is discussed. The housing assistance needs of low and moderate income households are identified in this section and the relevancy of the regional Fair Share Allocation Plan is addressed. This section is followed by a discussion of the physical, market and governmental constraints to eliminating or reducing identified housing needs.

The fourth section of the element embodies the City's program for addressing local housing needs. Goals, policies and priorities which give direction to the local housing program and express the desires and aspirations of the community are contained in this section. These general statements, in turn, have been translated into specific actions that have been or will be taken to address local housing needs. These actions have been programmed in order to facilitate implementation and progress evaluation. The final section discusses the need to periodically review and update the element and the procedures for doing so.

1.3 Setting

The City of Seal Beach is located in the northwest corner of Orange County as shown in Figure 1. The City is bordered on the north by the City of Los Alamitos and unincorporated territory in the County of Orange, on the east by the Cities of Garden Grove, Westminster and Huntington Beach, on the south by the City of Huntington Beach and the



FIGURE 1

• REGIONAL LOCATION

Pacific Ocean, and on the west by the City of Long Beach (Figure 2). The City is approximately 11.4 square miles in area, of which nearly 8 square miles comprises the U. S. Naval Weapons Station at Seal Beach.

The community is over 97 percent developed, excluding the area lying within the boundary of the Naval Weapons Station. Having been incorporated in 1915, the City was largely built out by the 1960's. Aside from the wetlands and adjoining open space lands within the confines of the Naval Weapons Station, the only sizable tracts of vacant land remaining in the City are the Hellman and Rockwell properties lying across Seal Beach Boulevard from the Weapons Station.

The Federal Bureau of the Census has divided the City into a series of census tracts. These census tracts have been used as basic planning areas in the preparation of this element. Population and housing characteristics have been discussed by census tract. The geographic boundaries of these planning areas and the common neighborhood name associated with each are shown in Figure 2.

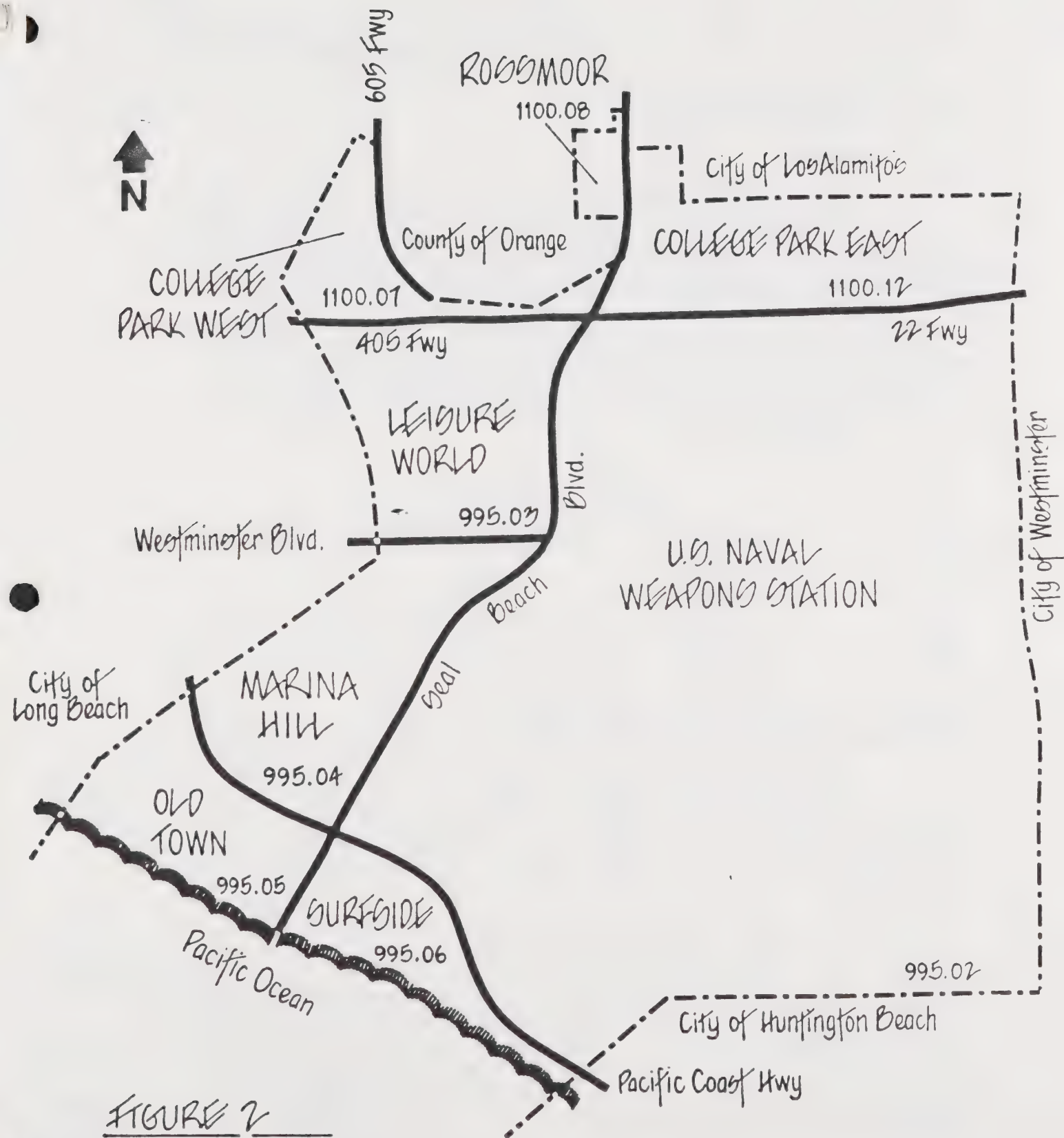


FIGURE 2

• PLANNING AREAS

COMMUNITY PROFILE

2.1 Population Characteristics2.1.1 Growth

According to the 1980 federal census, the population of the City of Seal Beach is 25,975. This figure represents a decrease of 6.5 percent from the 27,671 persons counted in a special census conducted in the City in 1976. This decrease in population represents a reversal of the high rate of population growth experienced by Seal Beach, as well as a majority of the cities in Orange County, during the two decades following World War II. As shown in Table 1, the population growth rate peaked during the 1960's, with a net decline in population being experienced over the past five years. This reversal of a previously existing growth trend is interpreted more as a stabilization of the total population than as a trend toward continuing decline.

TABLE 1

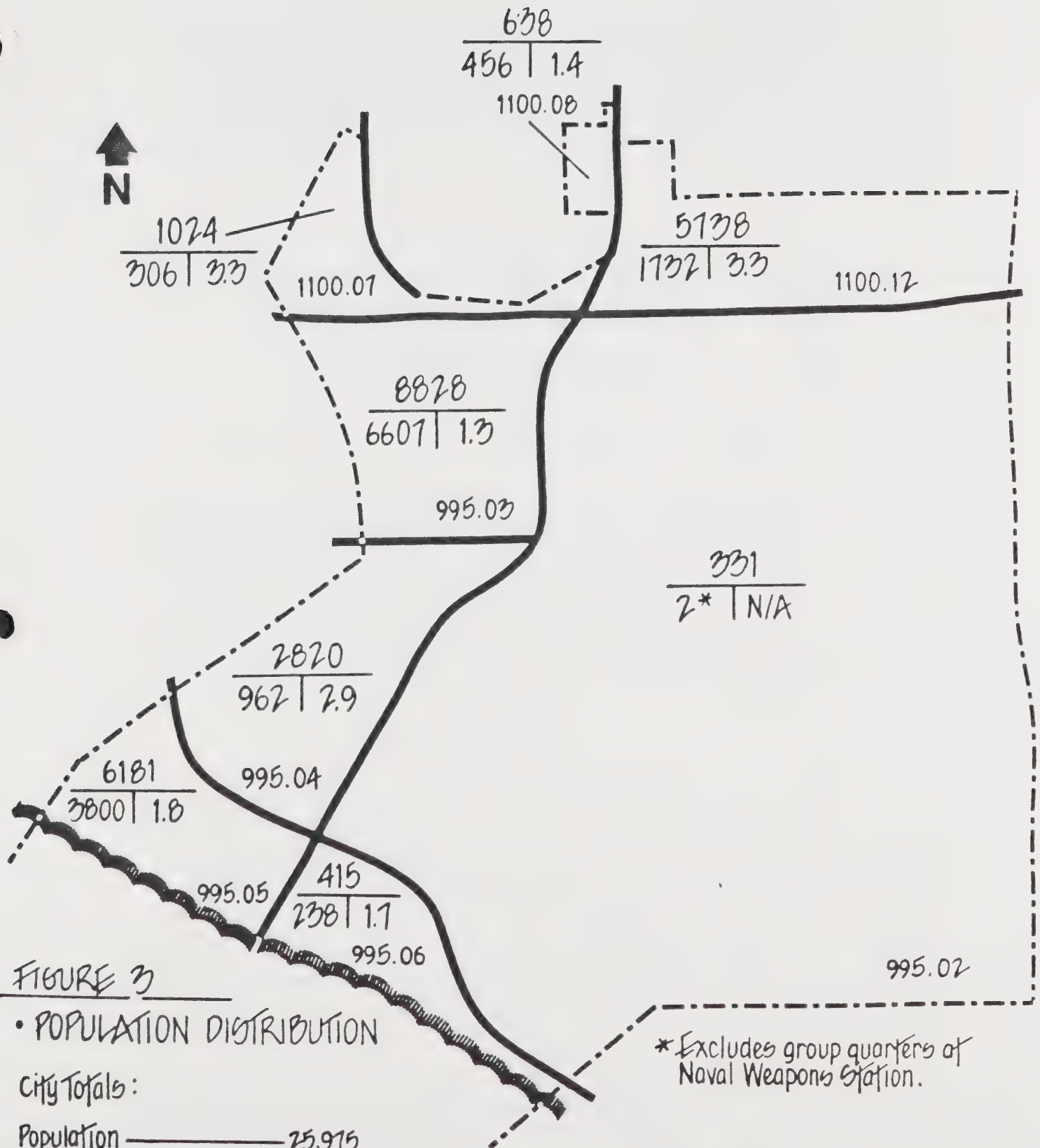
<u>Year</u>	<u>Population</u>	<u>Population Growth</u>	
		<u>Population Change</u>	<u>Percent Change</u>
1950	3,553		
1960	6,994	3,441	49
1970	24,441	17,447	71
1976	27,671*	3,230	12
1980	25,975	-1,696	-6.5

SOURCE: U. S. Census; 1976 Special Census.

* Includes 1,000 military personnel aboard ship at Naval Weapons Station.

The current situation, which mirrors similar population trends in many communities across the nation, is attributable to several factors, including: 1) decreasing household size, 2) diminishing land resources available for expansion of the housing stock, and 3) a shift in residential construction from single family to smaller, multiple family units.

Projections for the total population increase within the City of Seal Beach to the year 1985 have been presented in the Land Use Element of the General Plan, which was adopted in 1973. This figure was arrived at by multiplying the number of residential units that could be constructed on available land by the average household size for the City. The total population in the year 1985 is not expected to exceed 30,080 persons, nor is it expected to decrease below the current 1980 census figure of 25,975. The current distribution of population by census tract is shown in Figure 3.



* Excludes group quarters of Naval Weapons Station.

Source: 1980 Census, 1976 Special Census and Seal Beach Planning Dept.

2.1.2 Household Size

A total of 25,975 persons reside in the City's 14,138 dwelling units, an average of 1.8 persons per household. Household size, expressed as the average number of persons per dwelling unit, has decreased from 2.75 in 1960 to 1.8 in 1980 (Table 2). The declining household size is attributed to the growing number of single person households, childless couples, children who have grown and left home and a low birth rate.

TABLE 2

<u>Year</u>	<u>Average Household Size</u>
	<u>Average Household Size for Occupied Unit</u>
1960	2.75 persons per dwelling unit
1970	2.07 persons per dwelling unit
1976	1.99 persons per dwelling unit
1980	1.84 persons per dwelling unit

SOURCE: U. S. Census, 1976 Special Census and Seal Beach Planning Department.

Average household sizes are highest in the Marina Hill, College Park East and College Park West census tracts (995.04, 1,100.12 and 1,100.07) where the majority of the housing units are detached single family dwellings (Figure 3). Conversely, the lowest household sizes are found in the Leisure World and Rossmoor tracts (995.03 and 1,100.08) where smaller units occupied by senior citizens predominate. The City's average household size is lower than that of Orange County as a whole and illustrates a continuing national trend toward smaller households, as well as the influence of Seal Beach's senior citizen population on local demographics.

2.1.3 Age

The 1976 special census provides the most current data on the age distribution of the local population. The median age and percent ages of the population under 18 and over 65 years of age are shown for each census tract in Figure 4. In terms of the age of its population, Table 3 reveals that Seal Beach has become an older, more stable community over the past two decades. This can be attributed to a decline in the influx of new large families, the maturation of the families that settled in Seal Beach during the peak growth period of the 1960's, and a simultaneous increase in local housing opportunities for the elderly (e.g., development of Leisure World).

TABLE 3

<u>Year</u>	<u>Age Characteristics</u>		<u>Median Age</u>
	<u>% 18 Years and Under</u>	<u>% 65 Years and Over</u>	
1960	31%	7%	NA
1970	20%	38%	50
1976	18%	33%	45

SOURCE: U. S. Census, 1976 Special Census.

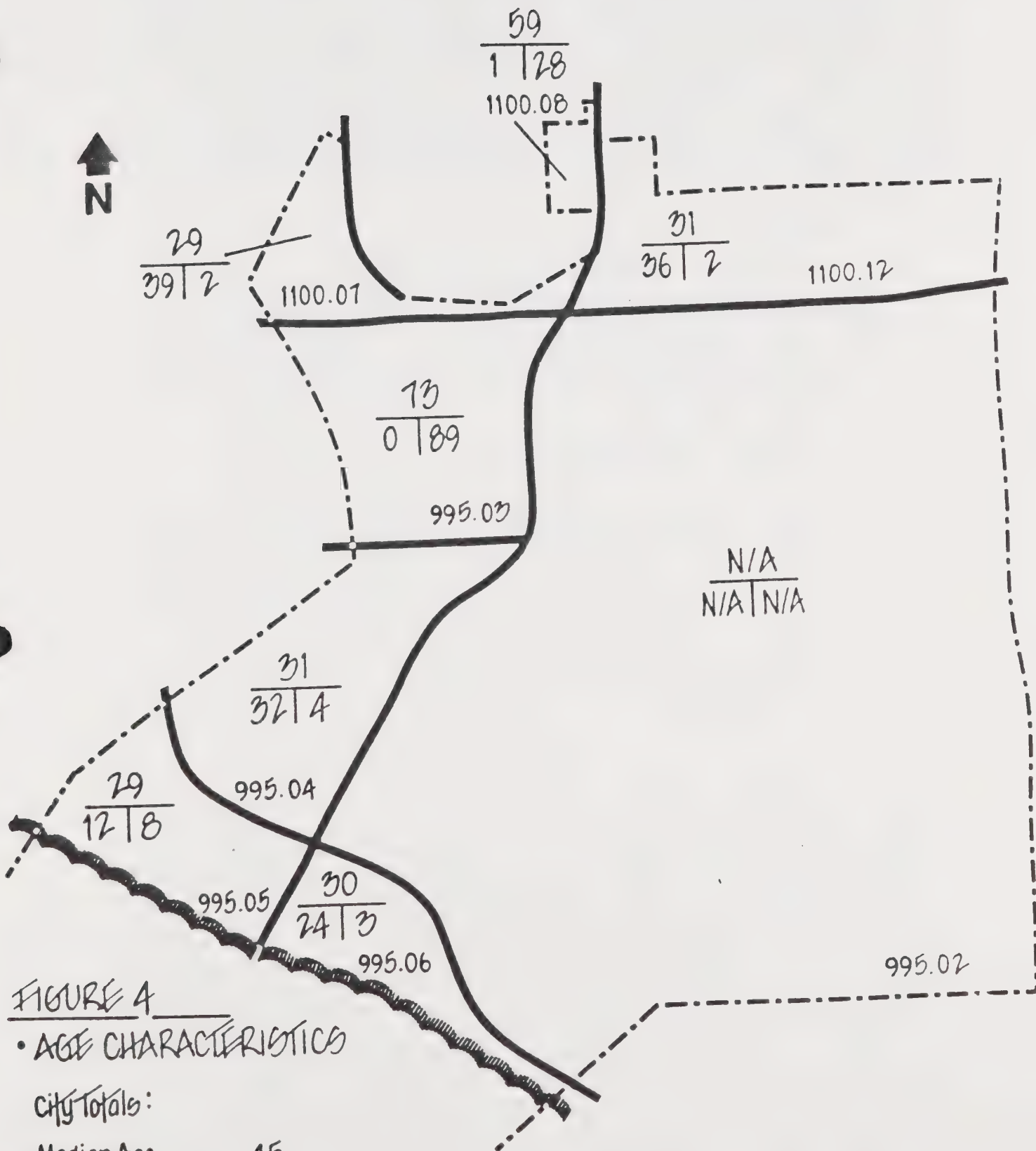


FIGURE 4

• AGE CHARACTERISTICS

City Totals:

Median Age ——— 45

% Under 18 ——— 18 | 33

% Over 65 ———

A comparison of the relatively high median age of 45 in Seal Beach with the Orange County median age of 28, illustrates an important and unique characteristic of the local population. The median age of the population in the Leisure World and Rossmoor census tracts (995.03 and 1,100.08) skews the Citywide median upward. Housing in the Leisure World tract is limited to senior citizens, and the resulting median age of 73 years is the highest in Seal Beach. The second highest median age of 59 is found in the Rossmoor tract where condominium units cater to adult housing needs. The remainder of the City's neighborhoods have median ages between 29 and 31 years, which are closer to the average for Orange County.

2.1.4 Ethnicity

Seal Beach is a predominantly white community as indicated by the ethnic breakdown of the population contained in the 1980 census. Caucasians constituted nearly 95 percent of the total population. Persons of Spanish/Hispanic origin represent the largest minority group in the community, comprising 3 percent of the total population, while Asians and Pacific Islanders account for 2 percent and Blacks less than 1 percent of the population.

2.1.5 Households with Special Needs

The 1976 special census provides information on the number of disabled persons in the City by type of disability. One or more persons with some type of handicap reside in 1,271 households, or 9 percent of all of the households in Seal Beach. While the needs of certain handicapped individuals (blind, deaf or experiencing nervous disabilities) may be met without special housing accommodations, persons with non-ambulatory handicaps who require wheel chairs often need specially designed, barrier free housing. The vast majority (73 percent) of the handicapped households in the City of Seal Beach reside in the Leisure World community.

2.1.6 Income

Community wealth in Seal Beach as measured by median household income is measurably less than that for Orange County as a whole (Table 4). This is primarily due to the relatively large number of elderly, low income households residing in the City. Annual average incomes derived from the 1976 special census data illustrate the effect that the large population of retired persons in Seal Beach has on Citywide income statistics. The average income Citywide in 1976 was \$13,355, while the average for the Leisure World community was a substantially lower \$6,928. A lower average income is a common characteristic of senior citizen households which often consist of single persons on fixed retirement incomes. The annual average income for the remainder of the City, excluding Leisure World, was \$19,409 or 45 percent higher than the Citywide figure. A detailed breakdown of households by income range is presented in Table 5.

TABLE 4

Median Household Income - 1976

Seal Beach	\$10,000
Orange County	16,800

SOURCE: 1976 Special Census and State of California Department of Housing and Community Development

TABLE 5

Household Income - 1976

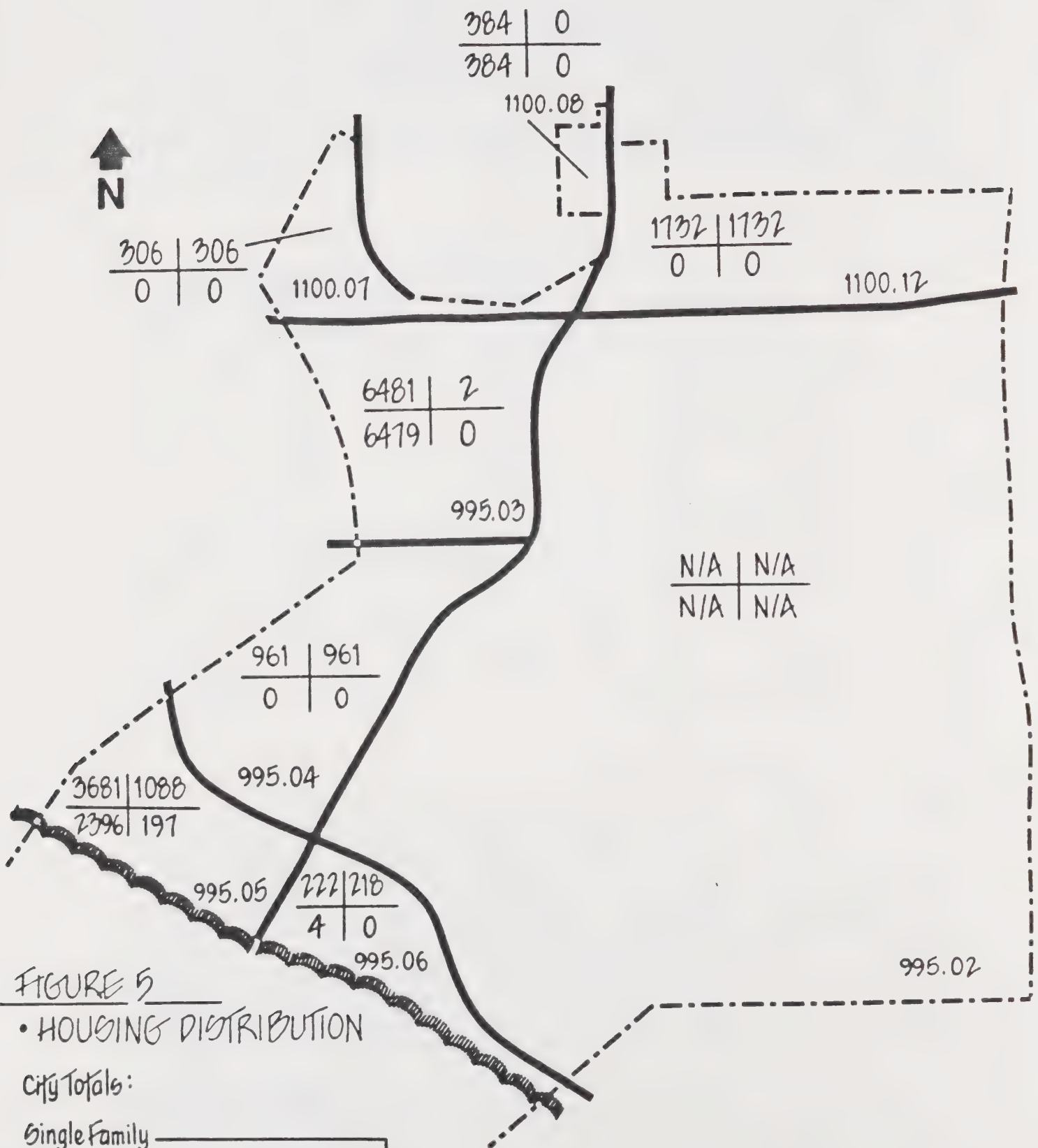
<u>Annual Income</u>	<u>Number of Households</u>	<u>Percent of Households Responding</u>
\$0 - 2,999	926	9.4
\$3,000 - 4,999	1,533	16
\$5,000 - 7,999	1,635	17
\$8,000 - 11,999	1,507	16
\$12,000 - 14,999	857	8.8
\$15,000 - 19,999	996	10
\$20,000 - 24,999	899	9
\$25,000 - 49,999	1,146	12
\$50,000 or more	166	1.8
Total responding	9,665	100
Information not available	4,102	
Total	13,767	

SOURCE: 1976 Special Census

2.2 Housing Characteristics2.2.1 Types

Between 1970 and 1976 the City's housing stock increased nearly 17 percent, to 13,767 units. The breakdown of units by type for each census tract in the City is presented in Figure 5. Seal Beach exhibits a marked segregation of single family from multifamily units throughout the City with the exception of the Old Town census tract (995.05). This area was subdivided in the early 1900's into 25 foot wide lots served by streets in the front and alleys in the rear. The Old Town neighborhood is characterized by a residential mix of single family housing, duplexes, triplexes and fourplexes as well as larger complexes including the 550 unit Oakwood Apartments.

The Surfside neighborhood (995.06), also subdivided in the early 1900's, was divided into small beach cottage sized lots. In 1968 this area was annexed to the City as an established private residential community. Recycling of properties has resulted in the replacement of many small beach cottages with custom, three-story single family residences.



Source : 1976 Special Census

The Marina Hill (995.05) and College Park East (1100.12) and West (1100.07) census tracts each contain uniform single family subdivisions utilizing 5,000 square foot lots. Marina Hill was subdivided in the 1950's while the College Park neighborhoods were developed in the mid 1960's.

The Leisure World (995.03) and Rossmoor (1100.08) tracts both contain exclusively multifamily residential units. Leisure World was built in the early 1960's and is a planned residential retirement community for persons 52 years of age and older. The four condominium complexes within the Rossmoor census tract also primarily cater to an older, adult population. Housing within the Seal Beach Naval Weapons Station (995.02) consists of single family homes and enlisted personnel's group quarters.

2.2.2 Size and Overcrowding

Housing which provides a reasonable amount of privacy for its occupants should contain at least as many rooms as there are persons in the household. Bathrooms, porches, halls, balconies, foyers and half rooms are not considered in determining the ratio of persons to rooms. As defined by the State Department of Housing and Community Development, overcrowding exists when a dwelling unit is inhabited by more than 1.01 persons per room.

As shown in Table 6 there has been a minor decrease in the number of persons per room in the City between 1970 and 1976. This change was caused by both an increase in average unit size and a decrease in average household size.

TABLE 6

	<u>Persons per Room</u>		
	<u>No. of Persons/Dwelling Unit</u>	<u>Average No. of Rooms/Dwelling Unit</u>	<u>No. of Persons/Room</u>
1970	2.07	3.7	0.6
1976	1.99	4.4	0.5

SOURCE: 1970 Census, 1976 Special Census

Although this data indicates that overcrowding is not a significant problem Citywide, it does not exclude the possibility that overcrowded units do exist within Seal Beach.

2.2.3 Tenure

Housing tenure describes the mix of owner and renter occupied units within the City's housing stock. The 1976 special census reveals that approximately 77 percent of the occupied units in Seal Beach are owner occupied and 23 percent are renter occupied (Table 7). Comparison with the 1970 census figures on tenure reveals a shift toward renter occupied housing. Two factors that may be responsible for this shift

are: 1) the high cost of homes making ownership increasingly difficult to achieve, and 2) speculation, i.e., purchase of property by investors for income purposes. The distribution of housing units by tenure is shown in Figure 6.

The shift in tenure toward rental units is not considered to be a pervasive, continuing trend. The nature of the existing housing stock and the types of housing recently constructed point to stability of the owner/renter balance in Seal Beach. The bulk of the local residential development activity during the past five years has involved the construction of condominium units or the recycling of older, predominantly rental units to single family custom homes. The latter trend has been particularly evident in the Surfside community. The one remaining large tract of land planned for residential construction in Seal Beach is the Hellman property, and nearly all of the 1,000 residential units proposed on this property are planned for owner occupancy.

TABLE 7

	<u>Tenure</u>	
	<u>% Owner Occupied</u>	<u>% Renter Occupied</u>
1970	81	19
1976	77	23

SOURCE: 1970 Census, 1976 Special Census

2.2.4 Cost

The skyrocketing cost of housing is a national dilemma. The average price of homes in southern California, however, has risen at a faster rate than the national average since 1974.* The spiralling cost of housing in southern California has been attributable to a variety of factors including diminishing land resources (particularly in urban areas), increasing land and construction costs and increasing finance costs (i.e., interest rates).

The range of costs for housing in Seal Beach is also influenced by relative proximity to the ocean. Custom beach front single family homes in the Old Town and Surfside neighborhoods cost as much as \$1,000,000.** Multiple units inland in the Rossmoor census tract range in price from \$130,000 to \$180,000, while multiples in Old Town cost from \$160,000 to \$385,000. The prices of single family homes in the Marina Hill, College Park East and College Park West subdivisions range from \$150,000 to \$285,000. Within the Leisure World planned community prices range from \$28,000 for a 640 square foot, one bedroom unit to \$138,000 for a newer, two bedroom unit.

* Real Estate Research Council of Southern California.

** Cost figures are based on actual selling prices as documented by local real estate agencies.

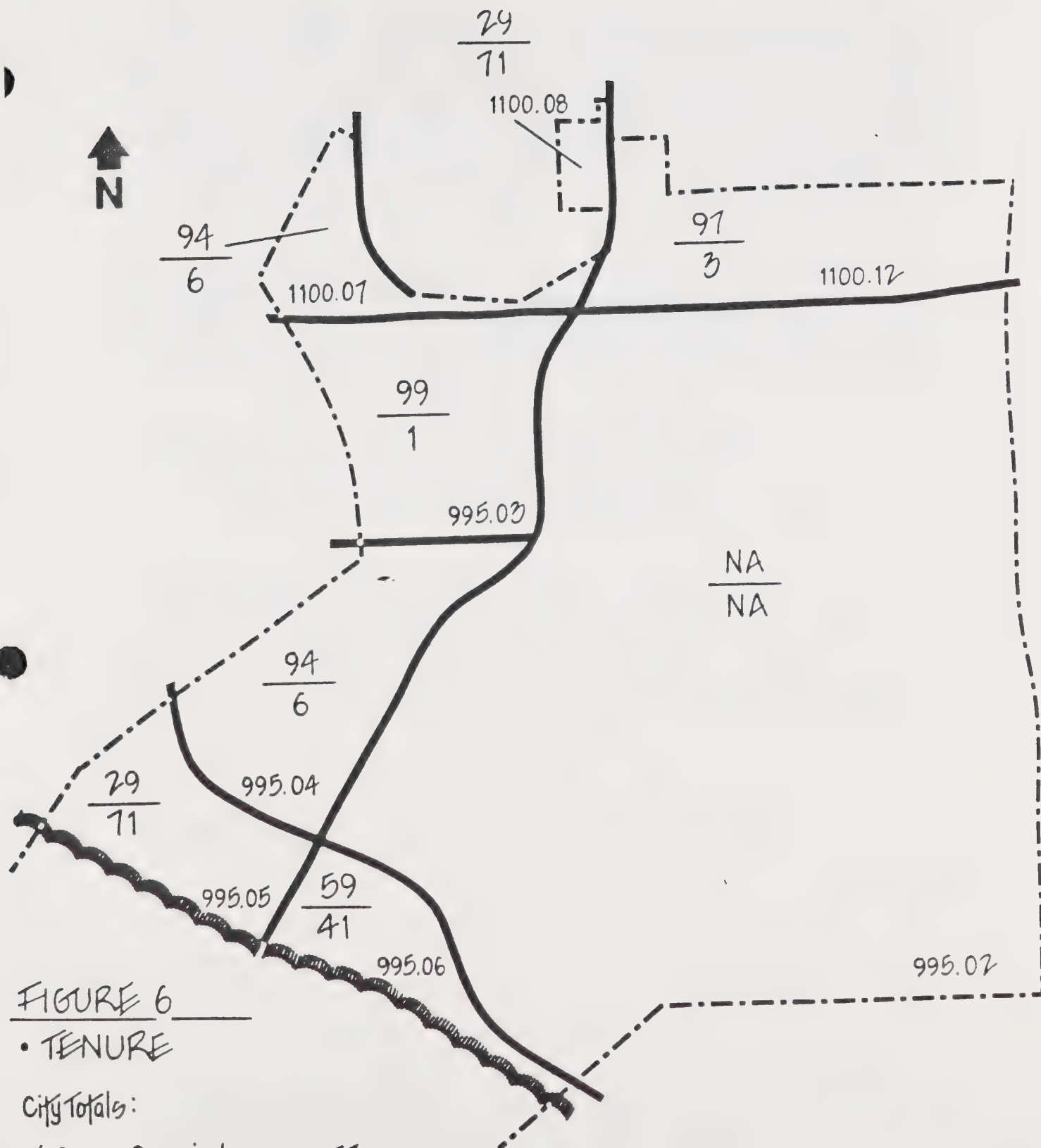


FIGURE 6

• TENURE

City Totals:

% Owner Occupied ——— $\frac{77}{100}$

% Renter Occupied ——— $\frac{23}{100}$

Source: 1976 Special Census

The cost of rental housing in Seal Beach is also a function of relative proximity to the ocean. Based on rental units being advertised during March, 1982, average rental rates range from \$300 to \$500 per month for a one bedroom apartment unit, \$600 to \$700 for a two bedroom, and \$800 to \$1,000 per month for a three bedroom apartment or a detached single family home. The lower and upper ends of these ranges are representative of rental housing costs at inland versus coastal locations, respectively.

2.2.5 Vacancy Rate

The residential vacancy rate, a translation of the number of unoccupied housing units on the market, is a good indicator of the balance between housing supply and demand in a community. When the demand for housing exceeds the available supply, the vacancy rate will be low. Concomitantly, a low vacancy rate drives the cost of housing upward to the disadvantage of prospective buyers or renters.

In a healthy housing market the vacancy rate would be between 5 and 8 percent. These vacant units should be distributed across a variety of housing types, sizes, price ranges and locations within the City. This allows adequate selection opportunities for households seeking new residences.

A Vacancy Rate Survey conducted by the Federal Home Loan Bank between April and July of 1981, reveals that 1.9 percent of all of the housing units in Seal Beach were vacant during that period (Table 8). This is well below the minimum desirable rate of 5 percent. A similarly low vacancy rate (1.8 percent) for Orange County shows that relief from the market constraints associated with this condition cannot be found in the regional housing marketplace.

TABLE 8

	<u>% Total Units</u>	<u>Vacancy Rate</u>	
		<u>% Single Family</u>	<u>% Multi-family</u>
Seal Beach	1.9	1.0	2.4
Orange County	1.8	1.2	2.6

SOURCE: Federal Home Loan Bank

2.2.6 Removal Rate

The number of housing units removed from the housing stock as the result of demolition, condemnation, or physical relocation is usually expressed as a percentage of the total number of dwelling units. In Seal Beach the annual housing removal rate has averaged 0.06 percent, or about 9 units each year, since 1976.* This is an extremely low rate, especially when compared to the estimated annual removal rate of 0.7 percent for the State of California.

* 1976 Special Census data updated with local building permit records.

The housing removal rate is a function of such complex factors as: housing age, degree of maintenance, functional obsolescence, land values, rehabilitation cost versus replacement cost, and demand. The low rate in Seal Beach is a reflection of the fact that the bulk of the housing in the City is relatively new and, as such, is in generally good condition. No large scale redevelopment requiring the removal of substantial numbers of residential units has occurred in Seal Beach. The random recycling of properties has principally occurred in the Old Town (995.05) and Surfside (995.06) neighborhoods.

Most of the units removed in Seal Beach are demolished specifically to provide space for a new unit. Removal then is neither a negative element or a problem, except to the extent that the demolished unit may have been available to a lower income range household than its replacement. Housing quality is nearly always improved.

HOUSING NEEDS

While the majority of Seal Beach residents are adequately housed and the local housing stock is in generally good condition, there are existing and incipient problems that must be addressed. There are also housing needs, both current and projected, that must be considered by the City in its housing plans. These needs and/or problems include: 1) the provision of an adequate supply of housing, 2) housing maintenance, 3) housing affordability, and 4) the City's role in meeting regional housing needs. Each of these subjects are discussed below.

3.1 Adequate Supply

The Southern California Association of Governments (SCAG) periodically prepares housing need estimates for all cities in southern California. According to SCAG, 336 additional housing units will need to be constructed within the City by 1986 in order to accommodate population growth due to: 1) the formation of new households, 2) the immigration of population to Orange County as a whole, and 3) the redistribution of population within the County based on factors discussed later in this section. In addition to these units, 514 units would need to be constructed in order to achieve a 5 percent vacancy rate and 340 replacement dwellings will be needed for units that are expected to be removed from the housing stock by 1986. Therefore, a total of 1,190 residential units will need to be constructed within the City by 1986. This translates into a minimum of 238 housing starts per year over the next five-year period. By contrast, nearly 350 residential units have been constructed within the City over the past five years, or 70 units per year.

While the above estimates indicate the need for a dramatic upturn in local housing construction, the City has allocated sufficient land to accommodate the projected housing need. The Land Use Element of the Seal Beach General Plan envisions 112 additional acres of residential development in the City by 1985 (Table 9). This increase is expected to result from 1) residential infilling or the development of currently vacant land in the City, and 2) the recycling of presently developed properties to higher density residential uses. Based on the maximum allowable densities, this additional residential acreage can accommodate the estimated need for 1,190 new units by 1986.

TABLE 9

<u>Residential Category</u>	<u>Existing and Projected Residential Acreage</u>		<u>Total Acres</u>
	<u>Existing Acres</u>	<u>Additional Proposed Acres</u>	
Low	602	54	656
Medium	599	40	639
High	143	18	161

SOURCE: Land Use Element, Seal Beach General Plan

Although sufficient acreage is available to meet projected housing needs, this does not imply that the necessary units will be constructed. Financial and other constraints, which are discussed in Section 4.0, may continue to impede housing development. If insufficient housing is constructed, then demand will continue to outweigh supply, the local vacancy rate may decrease even further, and housing cost will continue to spiral upward.

-3.2 Housing Maintenance

According to housing condition estimates contained in the City's current (1979-82) Community Development Block Grant application, there are 599 substandard units in the City. Of these, 453 are considered suitable for rehabilitation while the other 146 are in need of replacement (Table 10). Based on field observations, the majority of the substandard units in the City are concentrated in the Old Town and Surfside neighborhoods, i.e., Census Tracts 995.05 and 995.06, respectively.

TABLE 10

<u>Tenure</u>	<u>Survey of Housing Conditions</u>		<u>Suitable for Rehabilitation</u>
	<u>Existing Supply</u>	<u>Substandard</u>	
Owner	10,155	161	88
Renter	<u>3,423</u>	<u>438</u>	<u>365</u>
Total Units	13,578	599	453

SOURCE: Housing Assistance Plan, Seal Beach Community Development Block Grant Application, 1979-82 program years.

One aspect of the data presented in Table 10 that is of particular importance, is the number of rental units suitable for rehabilitation. Of the 453 units suitable for rehabilitation, 365 or 81 percent of these units are renter occupied. While the City has initiated a rehabilitation loan program for owner occupied residences through the County of Orange, a similar program for the rehabilitation of rental units has not yet been offered.

3.3 Housing Assistance Needs

Information contained in the City's current Housing Assistance Plan (HAP) indicates that an estimated 1,731 lower income households residing in the City need housing assistance. These households, whose incomes are less than 80 percent of the Countywide median income adjusted for household size, are expending more than 25 percent of their monthly income for housing. This leaves a disproportionate share of their income available to purchase other necessities such as food, medicine and transportation. Middle and upper income households may, and often do, expend more than 25 percent of their incomes for housing without experiencing hardships. However, this limitation on housing expenditures is critical to lower income households because of the very

limited and sometimes fixed nature of their incomes. A breakdown of existing housing assistance needs is presented in Table 11.

TABLE 11

<u>Status of Households Requiring Assistance</u>	<u>Housing Assistance Needs</u>			
	<u>Owner</u>	<u>Renter</u>	<u>Total</u>	<u>% of Total</u>
Elderly and handicapped	415	168	583	34
Small family	257	826	1,083	62
Large family (5 of more persons)	<u>45</u>	<u>20</u>	<u>65</u>	<u>4</u>
Total	717	1,014	1,731	100

SOURCE: Housing Assistance Plan, Seal Beach Community Development Block Grant Application, 1979-82 program years.

Over 60 percent of the housing assistance need in the City is associated with small families and 34 percent of that need is for female headed households. Less than 5 percent of the households needing assistance are minority households. Over one-third of the households requiring assistance are elderly or handicapped and nearly 45 percent of these households are female headed. Nearly 40 percent of all the households needing assistance in the City are female headed. The estimated housing assistance needs for female headed and minority households are presented in Tables 12 and 13, respectively.

TABLE 12

<u>Status of Households Requiring Assistance</u>	<u>Housing Assistance Needs of Female Headed Households</u>			
	<u>Owner</u>	<u>Renter</u>	<u>Total</u>	<u>% of Total</u>
Elderly and handicapped	155	99	254	38
Small family	55	316	371	56
Large family	<u>38</u>	<u>2</u>	<u>40</u>	<u>6</u>
Total	248	417	665	100

SOURCE: Housing Assistance Plan, Seal Beach Community Development Block Grant Application, 1979-82 program years.

TABLE 13

<u>Status of Households Requiring Assistance</u>	<u>Housing Assistance Needs of All Minority Households</u>			
	<u>Owner</u>	<u>Renter</u>	<u>Total</u>	<u>% of Total</u>
Elderly and handicapped	8	10	18	21
Small family	27	34	61	73
Large family	<u>3</u>	<u>2</u>	<u>5</u>	<u>6</u>
Total	38	46	84	100

SOURCE: Housing Assistance Plan, Seal Beach Community Development Block Grant Application, 1979-82 program years.

In its Housing Element Guidelines, the State has clearly indicated that the community to be served by the local housing element shall include "a fair share of those market area households who would live within the local jurisdiction where a variety and choice of housing appropriate to their needs is available." Fair share allocations for all cities in the Los Angeles metropolitan area are determined by SCAG. The development of a Regional Housing Allocation Model (RHAM) by SCAG was first begun in 1974. The first model was distributed to local governments early in 1975 followed by subsequent revisions in December, 1975. The model underwent major revisions in 1978, and updating as recently as 1981.

The RHAM has two primary purposes: 1) identification of housing needs, and 2) allocation of "fair share" of need to every community. The identification of need refers to the number of housing units necessary to house every household at an affordable price and to replace all dilapidated housing units. Housing units are classified by value or rental categories. The "fair share" allocation refers to the number of additional households in each income category who should have housing opportunities available in a particular community. The model strives to obtain an equitable distribution of low and moderate income housing throughout the region.*

Four major criteria are used in determining the "fair share" of each community:

1. Employment proximity (the availability and type of jobs within a community and its market area).
2. Ability to provide public services and facilities in support of housing (measured primarily by assessed value-per-capita and sales-tax-per-capita).
3. Subregional income distribution (the percentage distribution of income categories in the urban and nonurban areas of the SCAG region).
4. Expected growth in the community (per SCAG's projections to 1986 of population and employment increases).

Besides being used in the housing element to identify need, the RHAM figures are used to comply with federal requirements for local Housing Assistance Plans (HAP's) in conjunction with applications for block grants under the Housing and Community Development Act of 1974.

* As defined by the State Department of Housing and Community Development, a low income household is defined as having an annual income equal to or less than 80 percent of the County's median household income. Moderate income equals 80 to 120 percent of the County's median household income. While these thresholds vary with household size, the current (1982) median income for a family of four in Orange County is established at \$29,900.

At present, Seal Beach is considered a "zero fair share" community. This means that Seal Beach is currently providing for its "fair share" of the lower income households in the SCAG region. However, as indicated in Section 3.1, SCAG has projected a need for 1,190 additional housing units in the City by 1986 based on regional growth forecasts. A portion of this demand will be for housing affordable to lower income households. A breakdown of this projected need by income category, based on the current regional income distribution, is shown in Table 14.

TABLE 14

<u>Distribution of Projected</u> <u>New Construction Needs by Household Income</u>	
<u>Income Category</u>	<u>Additional Units Needed by 1986 (No./% of Total)</u>
Very low (less than 50% of County median)	272/23
Low (50 to 80% of County median)	162/14
Moderate (80 to 120% of County median)	280/23
High (over 120% of County median)	<u>476/40</u>
Total	1,190/100

SOURCE: Southern California Association of Governments

CONSTRAINTS

The ability of the private and public sectors to provide adequate housing to meet the needs of all economic segments of the community is constrained by various interrelated factors. For ease of discussion, these factors have been divided into three categories: 1) physical constraints, 2) market constraints, and 3) governmental constraints. The extent to which these constraints are affecting the supply and affordability of housing in the City of Seal Beach is discussed below.

4.1 Physical Constraints

A major constraint to the development of new housing within the City of Seal Beach is the lack of available undeveloped land. Excluding the area within the Seal Beach Naval Weapons Station, over 97 percent of the City is developed. Moreover, the Naval Weapons Station, which comprises 8 of the City's 11.4 square miles of land, is inappropriate for other than limited military housing construction due to safety and security considerations and the environmental constraints posed by the National Wildlife Refuge contained within its boundaries. The largest remaining parcel of vacant land in the City is the Hellman property for which a specific plan has been adopted outlining the phased development of 1,000 residential units.

4.2 Market Constraints

One of the major obstacles to providing housing to meet the needs of all economic segments of the community is the nature of the housing market itself. The rate at which housing costs are accelerating has become a serious national problem. This problem is magnified in California as a whole, and particularly in communities such as Seal Beach where the desirability of living near the coastline further inflates costs. The individual components of housing cost that affect the final sales or rental price of a dwelling unit include the price of raw land and improvements, land holding cost, construction cost and financing.

The price of raw land and any necessary improvements is the principal component of total land cost. The diminishing supply of land available for residential construction has driven land and, concomitantly, housing costs upward in Seal Beach. Moreover, land holding costs incurred during development have also added to the ultimate price of a new home. The two factors which most influence land holding cost are the interest rates on acquisition and development loans, and government processing times for construction permits.

Similar to land costs, construction costs have also been escalating rapidly in recent years. The price of materials and wages have at times inflated even faster than the Consumer Price Index. As a result, delays in development can add a major expense to housing cost.

The final, but probably most significant, component of overall housing cost is the cost of financing. This cost is passed on to housing consumers by developers and landlords. The cost of financing is one of the major constraints to the construction of housing affordable to low and moderate income households. In order to bring monthly mortgage payments to within an affordable range or to qualify for creative financing techniques it may be necessary to pay a sizable down payment on a home. For first time home buyers, procuring the required down payment is often difficult, particularly if they have low or moderate incomes. Since there are no apparent trends toward a decline in land, construction or financing costs, it is unlikely that any reduction in the cost of housing will be realized in the near future without government intervention or assistance.

A market constraint that is particularly affecting the affordability of housing in Seal Beach is the residential vacancy rate. As previously mentioned, 1.9 percent of the housing stock within the City is vacant, which is well below the minimum desirable rate of 5 percent. Basically, the demand for housing in the community exceeds the available supply, which inflates both rental and ownership housing prices. The effect of the low vacancy rate on rental housing costs has been further aggravated by 1) a significant decline in rental housing starts, 2) the recycling of older rental units to new owner occupied dwellings, and 3) the conversion of rental units to condominiums. During the past five years, 350 apartments have been converted to condominiums in the City. In response to this regional trend, the City has enacted an ordinance regulating the conversion of apartments to condominium ownership.

4.3 Governmental Constraints

4.3.1 Land Use Controls

The Land Use Element of the Seal Beach General Plan sets forth the City's policies for guiding local development. These policies, together with existing zoning, establish the amount and distribution of land to be allocated for various uses throughout the City.

Residential development in the City of Seal Beach is permitted under the following land use categories in accordance with the Land Use Element of the General Plan:

<u>Land Use Category</u>	<u>Minimum Lot Area Per Unit</u>	<u>Gross Allowable Density</u>	<u>Total Acreage Designated</u>	<u>Percent of Total City Acreage</u>	<u>Percent of Total City Acreage Minus Military</u>
Low density	5,000 sq.ft.	8/acre	656	9	29
Medium density	1,875-2,500 sq.ft.	17-23/acre	639	9	28
High density	960-1,350 sq.ft.	32-45/acre	<u>161</u>	<u>2</u>	<u>7</u>
		Total	1,456	20	64

Housing supply and cost are greatly affected by the amount of land designated for residential use and the density at which development is permitted. In Seal Beach, 20 percent of the City's land area is designated for residential land use. However, this figure is skewed downward by the very large land area devoted to military use, i.e., 5,000 acres or nearly 70 percent of the City's total land area. Of the total nonmilitary land in Seal Beach, approximately 64 percent is designated for residential use.

As indicated in Section 3.1 of this element, the acreage that has been allocated for residential use is sufficient to accommodate local housing needs through 1986. Thereafter, the land available for residential development will represent a serious constraint to housing production.

4.3.2 Building Codes

In addition to land use controls, local building codes also affect the cost of housing. Seal Beach has adopted the Uniform Building Code which establishes minimum construction standards. These minimum standards cannot be revised to be less stringent without sacrificing basic safety considerations and amenities. No major reductions in construction costs are anticipated through revisions to local building codes. However, working within the framework of the existing codes, the City will continue to implement planning and development techniques that lower costs and facilitate new construction to the extent possible.

4.3.3 Permit Processing

The processing time needed to obtain development permits and required approvals is often cited as a prime contributor to the high cost of housing. Additional time may be necessary for environmental or Coastal Commission review depending on the location and nature of a project. Unnecessary delays will add to the cost of construction by increasing land holding costs, interest payments and inflation. Although these review processes may take a substantial amount of time they are necessary to integrate a new development into the local urban environment. In response to State law, California cities have been working to improve the efficiency of permit and review processes by providing one stop processing, thereby eliminating duplication of effort. The passage of Assembly Bill 884, which took effect on January 1, 1978, has also helped to reduce government delays by: 1) limiting processing time in most cases to one year, and 2) eliminating some "red tape" by requiring agencies to specify the information required to complete an acceptable application. To a certain extent, however, these efforts may be thwarted by elimination of staff positions due to Propositions 4 and 13 cutbacks.

4.3.4 Service and Facility Infrastructure

Before a development permit is granted, it must be established that public service and facility systems are adequate to accommodate any increased demand generated by a proposed project. Information provided by the service and utility companies serving the City of Seal Beach

indicates that the present infrastructure is generally sufficient to accommodate planned levels of growth. Thus, the capacity of service and facility infrastructure is not considered to be an obstacle to the provision of additional housing in Seal Beach.

4.3.5 Article 34 Referendum

In 1950, the voters of California added Article 34 to the State Constitution which requires that low-rent housing projects "developed, constructed, or acquired in any manner" by any public agency receive voter approval prior to their development. As such, Article 34 poses an obstacle to any community desiring to become directly involved in providing housing for lower income households.

The State Supreme Court determined in 1976 that Article 34 applied to all California Housing Finance Agency (CHFA) programs. A lawsuit, CHFA v Patitucci, was filed by the agency to clarify the applicability of Article 34. A unanimous decision handed down by the court on September 18, 1978, limits the applicability of Article 34 referenda to those projects which are over 50 percent financed or subsidized by the government. A project that is privately developed, pays local taxes, and is 50 percent or more nonsubsidized does not require a referendum. The Patitucci decision thus partially removed an impediment to the production of low and moderate income housing, especially in communities where referendum authority cannot be expected. At present, the City of Seal Beach does not have Article 34 referendum authority.

4.3.6 Utilization of State and Federal Assistance Programs

The degree to which the City of Seal Beach may participate in State and Federal housing programs is constrained by the nature of those programs, eligibility requirements and funding limitations. The high cost of housing in the City is a deterrent to the use of certain programs, e.g., Section 8 Existing and Moderate Rehabilitation, CHFA Direct Lending, etc., by private developers/property owners. This is due to the relatively low housing costs (purchase price or rent) permitted under these programs. Local population and housing characteristics, e.g., lack of physical blight, and households below poverty level, limit the City's ability to participate in some programs. In addition, recent reductions in funding levels also represent an impediment to the utilization of these programs.

HOUSING PROGRAM

This section of the element sets forth the City's program for addressing the previously identified needs recognizing the constraints that limit the City in its ability to affect local housing needs. The housing program presented herein will not eliminate all existing housing needs in the City of Seal Beach. It would be unrealistic to expect Seal Beach or any other city in the State to accomplish such a goal in a relatively short period of time (i.e., five years) with the limited resources available. However, this program does represent a continuing, meaningful effort on the part of the City of Seal Beach to expand the availability of housing while improving the quality and maintaining the affordability thereof.

5.1 Goals

The proper basis for any plan of action is a well-integrated set of goals. Such policy statements provide guidance to local decision-makers in dealing with housing-related issues and express the desires and aspirations of the community. The Seal Beach City Council adopted a series of formal housing goals in 1974 which are consistent with State housing policies. These goals, which give direction to the City's housing program, are as follows:

1. To endeavor to make adequate provision for the housing needs of all economic segments of the community.
2. To assure that all housing in the City meets the minimum requirements for a standard dwelling unit as set forth in the applicable provisions of the City's building and housing codes.
3. To promote the conservation and rehabilitation of older neighborhoods.
4. To improve residential environments through the provision of adequate public facilities and services including streets and parks as well as water, sewer and drainage systems.
5. To aid all citizens of the City, wherever possible, in securing decent, safe and adequate housing in neighborhoods which are characterized by good environments.
6. To provide an environment which is safe, healthful and aesthetically pleasing and which tends to strengthen individual and family life.
7. To preserve and enhance viable residential neighborhoods and strengthen neighborhood identity.
8. To provide the impetus for orderly development of adequate, safe and sanitary accommodations for all citizens of the City.

9. To provide assistance to those in need of securing or maintaining adequate housing.

5.2 Action Plan

In order to progress toward the attainment of established goals, the City has committed itself to specific policies and actions. While the goals are general statements that reveal community values or ideals, the policies presented herein are more specific and action-oriented. These policies have, in turn, been used to translate the goals into specific, time-oriented actions.

The policies and supporting actions have been organized around five major issue areas identified by the State Department of Housing and Community Development. The actions to be undertaken by the City have been programmed to facilitate implementation and evaluate progress. The anticipated impact, responsible agency, potential funding and schedule for each action is discussed. The area of impact, i.e., Citywide or certain census tracts, has also been identified.

The anticipated accomplishments have been quantified where possible. These estimates were generated on the basis that 3 percent of the City's housing needs would be met per year, or 15 percent over the five-year life of this plan. This is the same approach that is utilized in establishing the City's annual and three-year housing assistance goals under the Federal Community Development Block Grant program.

5.2.1 Preserving Housing and Neighborhoods

5.2.1.1 Policies

In order to preserve housing and neighborhoods, the City of Seal Beach shall:

- Encourage the maintenance and rehabilitation of existing owner-occupied and rental housing where feasible.
- Take action to promote the removal and replacement of those sub-standard units which cannot be rehabilitated.
- Upgrade or improve community facilities and municipal services in keeping with community needs.
- Sustain a high standard of maintenance for all publicly owned property.
- Investigate and pursue programs and funding sources available to assist in the improvement of residential property.
- Prevent the encroachment of incompatible uses into established residential areas.

5.2.1.2 Actions

1. Action: Continue to publicize and make available low interest rehabilitation loans for owner-occupied residences.
Anticipated Impact: Rehabilitation of deteriorated housing in the City and reduction in the number of owner-occupied units requiring rehabilitation. Provision of decent housing for lower income homeowners. The program goal is the rehabilitation of three units per year, or 15 units over the next five years.
Impact Area: Citywide, with emphasis on Census Tract 995.05.
Responsible Agencies: Orange County EMA, Seal Beach Planning Department.
Financing: CDBG funds.
Schedule: 1982-87.
2. Action: Explore the establishment of a low interest rehabilitation loan program for rental units, contingent upon program details being resolved by HUD and the County of Orange.
Anticipated Impact: Rehabilitation of deteriorated housing in the City and reduction in the number of substandard rental units. The program goal, upon successful implementation of such a program, would be the rehabilitation of 11 units per year.
Impact Area: Citywide, with emphasis on Census Tract 995.05.
Responsible Agencies: Orange County EMA and Seal Beach Planning Department.
Financing: CDBG funds.
Schedule: 1983-87.
3. Action: Investigate the feasibility of initiating a grant and/or deferred payment loan program for the rehabilitation of residences owned by lower income households, particularly the elderly.
Anticipated Impact: Provision of financial assistance to lower income households to perform minor repairs/rehabilitation. This program would be intended to serve those households that cannot afford the rehabilitation loans currently offered by the City.
Impact Area: Citywide, with emphasis on Census Tract 995.05.
Responsible Agencies: Orange County EMA and Seal Beach Planning Department.
Financing: CDBG funds.
Schedule: 1983.
4. Action: Monitor housing conditions throughout the City in order to expand existing rehabilitation efforts as necessary.
Anticipated Impact: Prevention of housing deterioration in well-maintained neighborhoods. City will respond to changing housing conditions as necessary through CDBG programs.
Impact Area: Citywide.
Responsible Agencies: Seal Beach Planning Department.
Financing: Department budget.
Schedule: Ongoing.

5. Action: Utilize the City's General Plan and zoning ordinance to prevent the encroachment of incompatible uses into established residential areas.
Anticipated Impact: Citywide.
Responsible Agencies: Seal Beach Planning Department.
Financing: Department budget.
Schedule: Ongoing.
6. Action: Review all changes in planned land uses to determine the cumulative impact on community facilities and municipal services.
Anticipated Impact: Provision of adequate levels of community facilities and services in all residential areas of the City.
Impact Area: Citywide.
Responsible Agencies: Various City departments.
Financing: Department budgets.
Schedule: Ongoing.

5.2.2 Preserving Affordability

5.2.2.1 Policies

In order to preserve the affordability of housing, the City of Seal Beach shall:

- Encourage the continued affordability of rental units rehabilitated with public funds.
- Promote and where possible require the continued affordability of all residential units produced with participation by the City or its authorized agents.
- Discourage the conversion of existing apartment units to condominiums where such conversion will diminish the supply of low and moderate income housing.
- Investigate and pursue programs and funding sources designed to maintain and/or improve the affordability of existing housing units to low and moderate income households.

5.2.2.2 Actions

1. Action: Maintain the affordability of any rental units rehabilitated with financial assistance from the City.
Anticipated Impact: Maintenance of continued affordability of rental units rehabilitated with financial assistance from the City. The implementation of this measure is dependent upon the preparation of a rental rehabilitation agreement that is acceptable to HUD, the County of Orange and local property owners.
Impact Area: Citywide.
Responsible Agencies: Orange County EMA, Seal Beach Planning Department.
Financing: CDBG funds and department budgets.
Schedule: 1983-87.

2. Action: Continue to preserve affordable housing opportunities at the Seal Beach Trailer Park.
Anticipated Impact: Provision of affordable housing for low and moderate income persons through the continuing efforts of the Seal Beach Redevelopment Agency. The participation agreement executed by the developer and the Agency reserves 120 of the mobile home spaces in this reconstructed park for low and moderate income households for a period of 66 years. Rent increases are controlled for 66 years by a formula tied to actual costs and the consumer price index, and any rent increases must be approved by the Redevelopment Agency before becoming effective.
Impact Area: Census Tract 995.05.
Responsible Agencies: Seal Beach Redevelopment Agency and Planning Department.
Financing: Redevelopment tax increments.
Schedule: Ongoing.
3. Action: Maintain the affordability of any low and moderate income housing units developed with participation by the City or its authorized agents.
Anticipated Impact: Maintenance of the continued affordability of any low and moderate income housing units developed with participation by the City through the use of resale controls or other appropriate techniques.
Impact Area: Citywide.
Responsible Agencies: Seal Beach Planning Department.
Financing: CDBG funds, department budget.
Schedule: Ongoing (appropriate measures will be applied on a project by project basis).
4. Action: Continue enforcement of the City's Condominium Conversion Ordinance.
Anticipated Impact: Preservation of affordable rental units and provision of financial and other assistance for households displaced by condominium conversion activity.
Impact Area: Citywide.
Responsible Agencies: Seal Beach Planning Department.
Financing: Department budget.
Schedule: Ongoing.
5. Action: Continue and expand the availability of rental assistance for local residents.
Anticipated Impact: Reduction in housing assistance needs by continuing to contract with the Orange County Housing Authority to administer the Section 8 Housing Assistance Program. Based on 3 percent of the need being met per year, the program goal is for 30 households to be assisted per year. This level of assistance includes both elderly households and low and moderate income families.
Impact Area: Citywide.
Responsible Agencies: Orange County Housing Authority.
Financing: Section 8 (Existing) Housing Assistance Program.
Schedule: Ongoing.

6. Action: Require the replacement of all low and moderate income housing units removed in the local coastal zone or the payment of a fee (for housing replenishment purposes) in lieu thereof.
Anticipated Impact: Retention of affordable housing opportunities for low and moderate income households. This action is being undertaken as a means of implementing the provisions of SB 626 (Mello) which was enacted in 1981. Initially, procedures will have to be established for the operation of this program.
Impact Area: Citywide, with emphasis on Census Tracts 995.04 and 995.05.
Responsible Agencies: Seal Beach Planning Department.
Financing: Department budget and developer contributions.
Schedule: 1982-87.

5.2.3 Standards and Plans for Adequate Sites

5.2.3.1 Policies

In order to ensure the provision of adequate, suitable sites for the construction of housing, the City of Seal Beach shall:

- Use the Land Use Element of the General Plan and the zoning ordinance to ensure the availability of adequate sites for a variety of housing types.
- Ensure the compatibility of residential areas with surrounding uses through the separation of incompatible uses, construction of adequate buffers and other land use controls.
- Encourage the infilling of vacant residential land.
- Encourage the recycling of underutilized residential land, where such recycling is consistent with established land use plans.
- Ensure that all residential areas are provided with adequate public facilities and services.
- Ensure that adequate, freely accessible open space is provided within reasonable distance of all community residents.
- Encourage the expansion of local employment opportunities for community residents.
- Direct the construction of low and moderate income housing to sites which are:
 - located with convenient access to schools, parks, public transportation, shopping facilities and employment opportunities,
 - adequately served by public utilities,
 - adequately provided with police and fire protection services,
 - compatible with surrounding existing and planned land uses,
 - minimally impacted by noise, flooding or other environmental constraints,
 - outside areas of concentrated lower income households.

5.2.3.2 Actions

1. Action: Utilize the City's General Plan and zoning ordinance to provide adequate, suitable sites for new housing construction.
Anticipated Impact: Provision of adequate sites for the construction of up to 1,190 new residential units over the next five years.
Impact Area: Citywide, with emphasis on Census Tract 995.04.
Responsible Agencies: Seal Beach Planning Department.
Financing: Department budget.
Schedule: Ongoing.
2. Action: Use zoning and other land use controls to ensure the compatibility of residential areas with surrounding uses.
Anticipated Impact: Creation and maintenance of desirable living areas, physically separated or otherwise protected from incompatible uses.
Impact Area: Citywide.
Responsible Agencies: Seal Beach Planning Department.
Financing: Department budget.
Schedule: Ongoing.
3. Action: Utilize environmental and other development review procedures to ensure that all new residential developments are provided with adequate public facilities and services.
Anticipated Impact: Assurance that all new residential developments are provided with adequate public facilities and services.
Impact Area: Citywide.
Responsible Agencies: Seal Beach Planning Department.
Financing: Department budget.
Schedule: Ongoing.
4. Action: Create and maintain an inventory of vacant and under-utilized sites suitable for housing purposes.
Anticipated Impact: Dissemination of information to private developers to facilitate housing production.
Impact Area: Citywide.
Responsible Agencies: Seal Beach Planning Department.
Financing: CDBG funds and department budget.
Schedule: 1983-87.
5. Action: Direct low and moderate income housing construction to sites that conform with established siting criteria.
Anticipated Impact: Construction of low and moderate income housing on sites best suited for such purposes.
Impact Area: Citywide.
Responsible Agencies: Seal Beach Planning Department.
Financing: CDBG funds and department budget.
Schedule: Ongoing.

5.2.4 Accessibility

5.2.4.1 Policies

In order to assure accessibility to decent housing for all persons, the City of Seal Beach shall:

- Promote fair housing practices throughout the community.
- Encourage the development of housing which meets the special needs of handicapped and elderly households.
- Promote the provision of housing to meet the needs of families of all sizes.
- Encourage the provision of rental units for families with children.

5.2.4.2 Actions

1. Action: Continue to utilize the services of the Orange County Fair Housing Council.
Anticipated Impact: Investigation of all complaints of housing discrimination in the City and the provision of counseling in landlord-tenant disputes, special assistance for Hispanic and female-headed households, and other housing services.
Impact Area: Citywide.
Responsible Agencies: Orange County Fair Housing Council and Seal Beach Planning Department.
Financing: Orange County CDBG.
Schedule: Ongoing.
2. Action: Actively pursue and facilitate the construction of new housing for elderly and handicapped households.
Anticipated Impact: Construction of approximately 100 units of new, affordable housing for senior citizens and handicapped persons.
Impact Area: Census Tract 995.04.
Responsible Agencies: Seal Beach Planning Department.
Financing: Section 202, Section 8 New Construction, CDBG, CHFA Direct Lending, developer contributions.
Schedule: 1983-87.
3. Action: Investigate the feasibility of expanding the City's rehabilitation loan program to include the removal of architectural barriers in residences occupied by handicapped persons.
Anticipated Impact: Removal of architectural barriers, thereby improving accessibility to housing for handicapped persons.
Impact Area: Citywide.
Responsible Agencies: Seal Beach Planning Department and Orange County EMA.
Financing: CDBG funds and department budgets.
Schedule: 1983.

4. Action: Continue to utilize the housing information and referral services offered by the Orange County Housing Authority for persons seeking affordable rental and purchase housing.
Anticipated Impact: Provision of housing referral and other assistance to low and moderate income households seeking affordable housing.
Impact Area: Citywide.
Responsible Agencies: Seal Beach Planning Department and Orange County Housing Authority.
Financing: Department budgets.
Schedule: Ongoing.

5.2.5 Adequate Provision

5.2.5.1 Policies

In order to ensure the adequate provision of housing for all economic segments of the community, the City of Seal Beach shall:

- Protect and expand housing opportunities for households needing assistance including senior citizens, low and moderate income families and handicapped persons.
- Encourage the use of innovative land use techniques and construction methods to minimize housing costs without compromising basic health, safety and aesthetic considerations.
- Provide incentives for and otherwise encourage the private development of new affordable housing for low and moderate income households.
- Investigate and pursue programs and funding sources designed to expand housing opportunities for low and moderate income households, including the elderly and handicapped.
- Facilitate the construction of low and moderate income housing to the extent possible.
- Periodically reexamine local building and zoning codes for possible amendments to reduce construction costs without sacrificing basic health and safety considerations.

5.2.5.2 Actions

1. Action: Establish and implement procedures for the provision of density bonuses or other incentives for housing developments incorporating low and moderate income units.
Anticipated Impact: Expansion of affordable housing supply through provision of density bonuses or other incentives. This action is being initiated in response to Section 65915 et seq. of the California Government Code. This legislation was enacted through the passage of AB 1151 in 1979, and requires that either a density bonus or at least two other incentives be granted for any project

consisting of five or more units in which at least 25 percent of the units will be available to low and moderate income households.
Impact Area: Citywide.

Responsible Agencies: Seal Beach Planning Department.

Financing: Department budget.

Schedule: 1982.

2. Action: Coordinate planning efforts with the Department of Defense for the construction of additional military housing in the City.
Anticipated Impact: Provision of adequate affordable housing for military personnel and their families relocating to the Los Angeles metropolitan area as a result of increased activity at the Long Beach Naval Complex. The Department of the Navy is considering the construction of approximately 200 units of family housing at the Seal Beach Naval Weapons Station. The construction of these units would avoid further aggravation of the existing affordable housing shortage in the area.
Impact Area: Census Tract 995.02.
Responsible Agencies: Department of the Navy and Seal Beach Planning Department.
Financing: Department budgets.
Schedule: 1982-84.
3. Action: Continue to encourage the use of innovative land use techniques and construction methods (including manufactured or factory built housing) to minimize housing costs.
Anticipated Impact: Reduction in housing costs through innovative planning and construction techniques without compromising basic health, safety and aesthetic considerations.
Impact Area: Citywide.
Responsible Agencies: Seal Beach Planning Department.
Financing: Department budget.
Schedule: Ongoing.
4. Action: Assist private developers, both profit and nonprofit, in securing funding for the construction of affordable housing through the Section 8 New Construction, CHFA Direct Lending, Orange County Mortgage Revenue Bond and other relevant programs.
Anticipated Impact: Expansion of affordable housing opportunities for low and moderate income households.
Impact Area: Citywide.
Responsible Agencies: Seal Beach Planning Department.
Financing: CDBG funds and department budget.
Schedule: 1982-87.
5. Action: Continue to utilize rental assistance funds to subsidize mobile home space rentals.
Anticipated Impact: Reduction in the number of low and moderate income households needing assistance in the City.
Impact Area: Census Tract 995.05.
Responsible Agencies: Seal Beach Planning Department and Orange County Housing Authority.
Financing: CDBG funds.
Schedule: Ongoing.

6. Action: Subsidize the cost of land and off-site improvements in order to facilitate the construction of low and moderate income housing.
Anticipated Impact: Production of affordable housing for low and moderate income households.
Impact Area: Citywide.
Responsible Agencies: Seal Beach Planning Department.
Financing: CDBG funds and redevelopment tax increments.
Schedule: 1982-87.
7. Action: Ensure the construction of additional low and moderate income housing units through the implementation of the Hellman Specific Plan.
Anticipated Impact: Phased construction of at least 100 units of affordable housing for low and moderate income households. Increased home ownership opportunities for low and moderate income households through the construction of affordable purchase housing. Housing for senior citizens as well as both small and large families will be provided within the specific plan area.
Impact Area: Census Tract 995.04.
Responsible Agencies: Seal Beach Planning Department.
Financing: Department budget (potential funding sources for housing construction were addressed under prior actions).
Schedule: 1983-87.

The City's current (1982-87) housing action plan is summarized in Table 15. As seen in this table, the action plan could result in the rehabilitation of up to 59 additional dwelling units and the provision of rental assistance to 150 additional households by 1987. Furthermore, at least 1,200 new housing units could be constructed in the City over the next five years. These units would include both market-rate and affordable housing, and provide for a range of household types (i.e., elderly/handicapped, small families and large families).

5.3 Priorities

As previously indicated, the ability of the City of Seal Beach to affect local housing needs is limited by the resources available for this purpose. These resources include land, enabling legislation, political leverage or housing expertise, and funding. Local governments in particular are constrained by the availability of funding for housing-related activities.

In order that available resources are used most effectively, thereby maximizing the benefits derived therefrom, a prioritization of local housing needs is essential as a guide in distributing those resources. Therefore, where conflicts may arise in the implementation of the housing program set forth herein, the City shall allocate its limited resources on the basis of the following priorities:

Priority 1 -- Expansion of the local housing supply in terms of both market-rate and affordable housing.

Priority 2 -- Maintenance and improvement of the existing housing stock.

Priority 3 -- Preservation of existing affordable housing opportunities.

TABLE 15

Action	No. of Units Constructed/ Rehabilitated	Housing Action Plan 1982-87		Responsible Agencies	Financing*	Schedule
		No. of Households Assisted	Impact Area			
<u>A. Preserving Housing and Neighborhoods</u>						
1. Continue rehabilitation loan program for owner-occupied residences.	15		Citywide, emphasis on Census Tract (CT) 995.05	Orange County EMA, City Planning Department	CDBG	1982-87
2. Explore establishment of rental re-habilitation loan program.	44**		Citywide, emphasis on CT 995.05	Orange County EMA, City Planning Department	CDBG	1983-87
3. Investigate initiation of rehabilitation grant/deferred payment loan program for owner-occupied residences.			Citywide, emphasis on CT 995.05	Orange County EMA, City Planning Department	CDBG	1983
4. Monitor housing conditions and expand rehabilitation efforts as necessary.			Citywide	City Planning Department	Department budget	Ongoing
5. Utilize General Plan and zoning to protect neighborhood integrity.			Citywide	City Planning Department	Department budget	Ongoing
6. Review all land use changes for impact on community facilities and services.			Citywide	Various City departments	Department budgets	Ongoing
<u>B. Preserving Affordability</u>						
1. Maintain affordability of rental units rehabilitated with City assistance.			Citywide	Orange County EMA, City Planning Department	CDBG, Department budgets	1983-87
2. Preserve affordability of housing at Seal Beach Trailer Park.		120***	CT 995.05	Redevelopment Agency, City Planning Department	Redevelopment tax increments	Ongoing
3. Maintain affordability of units developed with City participation.			Citywide	City Planning Department	CDBG, Department budget	Ongoing
4. Continue enforcement of Condominium Conversion Ordinance.			Citywide	City Planning Department	Department budget	Ongoing

* Refer to Appendix A for information regarding potential funding sources for housing actions.

** Projected goal, if program is implemented.

*** Involves households included in the goal for B-5. Therefore, only 60 of these households were included in the totals for projected accomplishments.

<u>Action</u>	<u>No. of Units Constructed/ Rehabilitated</u>	<u>No. of Households Assisted</u>	<u>Impact Area</u>	<u>Responsible Agencies</u>	<u>Financing</u>	<u>Schedule</u>
5. Continue and expand rental assistance program.		150	Citywide	Orange County Housing Authority	Section 8 Housing Assistance Program	Ongoing
6. Require placement of low/moderate income units removed in coastal zone, or payment in lieu thereof.			Citywide, emphasis on CT 995.04 and 995.05	City Planning Department	Department budget, 1982-87 developer contributions	
<u>C. Standards and Plans for Adequate Sites</u>						
1. Utilize General Plan and zoning to provide adequate, suitable sites for new construction.			Citywide	City Planning Department	Department budget	Ongoing
2. Use zoning and other land use controls to ensure compatibility of residential areas with surrounding uses.			Citywide	City Planning Department	Department budget	Ongoing
3. Utilize environmental and other review procedures to ensure adequacy of public facilities and services for new residential developments.			Citywide	City Planning Department	Department budget	Ongoing
4. Create and maintain inventory of potential housing sites.			Citywide	City Planning Department	CDBG, Department budget	1983-87
5. Direct low/moderate income housing construction to appropriate sites.			Citywide	City Planning Department	CDBG, Department budget	Ongoing
<u>D. Accessibility</u>						
1. Continue to utilize services of Orange County Fair Housing Council.			Citywide	Orange County Fair Housing Council, City Planning Department	Orange County CDBG	Ongoing
2. Pursue and facilitate construction of elderly/handicapped housing.	100		CT 995.04	City Planning Department	Section 202, Section 8, CDBG, CHFA, developer contributions	1983-87

<u>Action</u>	<u>No. of Units Constructed/ Rehabilitated</u>	<u>No. of Households Assisted</u>	<u>Impact Area</u>	<u>Responsible Agencies</u>	<u>Financing</u>	<u>Schedule</u>
3. Investigate use of rehabilitation loans to remove architectural barriers in residences.			Citywide	City Planning Department	CDBG, Department budget	1983
4. Continue to use housing referral and other services offered by Orange County Housing Authority.			Citywide	Orange County Housing Authority, City Planning Department	Department budgets	Ongoing
<u>E. Adequate Provision</u>						
1. Establish and implement procedures for provision of density bonuses or other incentives for developments incorporating low/moderate income units.			Citywide	City Planning Department	Department budget	1982
2. Coordinate planning efforts with Department of Defense for additional military housing.	200		CT 995.02	Department of the Navy, City Planning Department	Department budgets	1982-84
3. Continue to encourage use of innovative land use and construction techniques to minimize housing costs.			Citywide	City Planning Department	Department budgets	Ongoing
4. Assist developers in securing funding for construction of affordable housing.			Citywide	City Planning Department	CDBG, Department budget	1982-87
5. Continue to utilize rental assistance funds to subsidize mobile home space rentals.		Included in B-5	CT 995.05	Orange County Housing Authority, City Planning Department	CDBG	Ongoing
6. Subsidize land/off-site improvement costs to facilitate low/moderate income housing construction.			Citywide	City Planning Department	CDBG, redevelopment tax increments	1982-87
7. Ensure low/moderate income housing construction through implementation of Hellman Specific Plan.	100		CT 995.04	City Planning Department	Department budget	1983-87
Totals	400*/59	210				

* Goal for affordable housing units only. In addition, at least 800 market-rate units should be constructed in the City by 1987.

REVIEW AND UPDATE

In order to maintain the Housing Element as a viable, working document it must be reviewed and updated periodically. Periodic review will allow the City to evaluate the progress made toward the attainment of established housing goals. It will also provide the City with an opportunity to adjust programs to respond to changing needs and/or fiscal conditions within the community. The Housing Action Plan, which is contained in Section 5.2, has been structured so as to facilitate performance evaluation.

The Housing Element will be updated as need dictates, but no less than once every five years. Beginning with the 1980 Census, the federal census will be conducted every five years. Therefore, the community profile and housing problem analysis contained in this element will be updated at five year intervals corresponding with the release of federal census data.

In addition to this periodic updating, the City will annually review and evaluate the effectiveness of its housing programs in accomplishing established goals and policies. This review will be conducted in conjunction with the preparation of the City's annual Community Development Block Grant application and specifically the Housing Assistance Plan component thereof. Opportunities for local residents to participate in the periodic review and updating of the Housing Element will continue to be provided through advertised meetings and/or hearings before the Housing and Community Development Act (HCDA) Citizen Participation Committee and the City Council.

COMPREHENSIVE PLANNING

The California Government Code requires internal consistency among the various elements of a general plan. Section 65300.5 of the Government Code states that the general plan and the parts and elements thereof shall comprise an integrated and internally consistent and compatible statement of policies. This updated and revised Housing Element is consistent with the other adopted elements of the Seal Beach General Plan. In particular, the land use allocations contained in the Land Use Element are supportive of the policies and actions set forth herein and will provide adequate sites to accommodate projected new housing construction. Additionally, the Circulation Element addresses the provision of streets and highways to adequately serve all existing and future residential development in the City.

The Housing Element has also recently taken on added comprehensive planning importance with the passage of SB 626. This legislation, which was enacted in 1981, stipulates that no local coastal program shall be required to include housing policies and programs. Instead, this legislation reaffirms the role of the housing element in addressing housing needs on a citywide basis which may include, at local discretion, the expansion of affordable housing opportunities in the local coastal zone. Consistent with this intent of State law the general (as distinguished from site specific) actions described in this Element, including the provision of incentives for the construction of affordable housing, will be uniformly implemented on a Citywide basis.

APPENDIX A

Potential Funding Mechanisms for Housing Actions

FEDERAL PROGRAMS

Section 8 Existing

Under this program the federal government assists lower income households so that they expend no more than 25 percent of their monthly income on decent, sanitary housing. Rental assistance payments that constitute the difference between 25 percent of the household's monthly income and the fair market rent for the unit under contract are made monthly to the property owner by local housing agencies. In order to be eligible for such assistance a household's annual income must not exceed 80 percent of the median family income for the Standard Metropolitan Statistical Area (SMSA) in which it resides. In order for a rental unit to qualify it must rent within fair market rents (FMR's) established by the Federal Department of Housing and Urban Development (HUD).

Section 8 Moderate Rehabilitation

Under this program housing assistance payment (HAP) contracts can be executed between local governments and participating property owners for units that have undergone moderate rehabilitation. Contracts can be executed for a five-year term, renewable for up to 15 years. Landlords are required to make a minimum investment of \$2,000 per unit for upgrading in structures containing 12 or fewer units, or \$1,000 per unit in structures having more than 12 units. Contract rents may be approved up to 120 percent of the fair market rents for the Section 8 Existing Program.

The Moderate Rehabilitation program, like other Section 8 programs, has no predesigned financing mechanism for owners. The local government would be expected to market the program to private lenders, as well as to owners. However, a city could provide financing through its Community Development Block Grant (CDBG) funds, if it so desired. In this manner a city could "piggy-back" long-term Section 8 Moderate Rehabilitation HAP contracts with CDBG-funded rehabilitation loans.

Section 8 New Construction

This program is designed to develop new affordable housing for the elderly, the handicapped or lower income families. Sponsors of assisted housing under this program may be individuals, profit or nonprofit organizations or public housing agencies. Proposals are submitted directly to HUD by interested sponsors. When a proposal is accepted by HUD a rental assistance contract is executed between HUD and the owner under which HUD agrees to make payments equivalent to the difference between 25 percent of an eligible household's monthly income and the fair market rent for the unit under contract. Such payments can be made for a specified term of up to 20 years, or up to 40 years for projects assisted by a loan or loan guarantee from a state or local agency. The Section 8 New Construction program does not provide construction financing, but the rental assistance contract can be pledged as security for financing.

Section 202

This program provides for long-term direct loans from HUD to private nonprofit sponsors to finance rental or cooperative housing facilities for elderly and handicapped persons. Households of one or more persons, the head of which is at least 62 years old or is handicapped, are eligible tenants. In tandem with construction financing, tenants may receive rental assistance from a national set-aside of Section 8 funds.

Section 106(b) - Seed Money Loans

Section 106(b) provides for interest-free seed money loans to nonprofit sponsors to cover 80 percent of the preconstruction expenses in planning low and moderate-income housing projects. At present the loans are being made only in connection with Section 202 loans for housing for the elderly and handicapped. The seed money is repaid from the permanent mortgage loan proceeds.

Eligible expenses include organization costs, legal, consultant, architectural, preliminary site engineering, application, and construction loan fees and site options.

Community Development Block Grant

Through the Community Development Block Grant (CDBG) program, HUD provides grants and loans to local governments for funding a wide range of community development activities. No local match is required.

A city can help to facilitate the construction of low and moderate income housing through the use of its Community Development Block Grant. For example, CDBG funds can be used to upgrade public works such as sewers needed to serve new residential construction. These funds could also be used for: 1) acquisition and disposition of real property, 2) public facilities and improvements, 3) slum clearance activities, 4) public services, 5) interim assistance, 6) payment of non-federal share of a grant-in-aid program, 7) relocation, 8) removal of architectural barriers to the physically handicapped, and 9) privately-owned utilities.

CDBG assistance may be used for the following rehabilitation and preservation activities: 1) rehabilitation of public residential structures, 2) modernization of public housing, 3) rehabilitation of private properties, 4) temporary relocation assistance, 5) code enforcement, and 6) historic preservation.

Except in limited circumstances, Community Development Block Grants may not be used for new construction of housing.

STATE PROGRAMS

SB 99 - Redevelopment Construction Loans

Chapter 8 of the California Community Redevelopment Law, Redevelopment Construction Loans, was promulgated by passage of SB 99 in 1975 and authorizes redevelopment agencies to issue revenue bonds to finance residential construction in redevelopment project areas and elsewhere via long-term, low-interest loans through qualified mortgage lenders. Alternatively, the agency may purchase insured loans made by qualified lenders. The proceeds from the issuance of bonds are used to finance or purchase mortgages and write down the interest rates thereon. The mortgage payments made by property owners, in turn, retire the bonds. Loans made under SB 99 must be insured

SB 418 (Marks), an urgency statute of 1980, expanded the types of projects to which SB 99 revenue bond financing can be applied. If a redevelopment agency determines that a commercial neighborhood service center is an integral part of a residential neighborhood, they they can issue bonds to procure financing for commercial and mixed use (commercial/residential) construction. The rehabilitation of structures, i.e., repairs and improvements to a substandard residence in order to meet local codes, is also allowed. Income level limitations on future occupants and other specific criteria must be met.

California Housing Financing Agency (CHFA) - Direct Lending

Under this program CHFA provides mortgage loans to profit-oriented developers, nonprofit sponsors and local housing agencies for the construction or rehabilitation of housing developments containing five or more units. The agency lends directly to the sponsor through its loan underwriting process. A project usually receives a loan from the agency accompanied by a commitment of rental assistance for all or a portion of the units. The rental assistance allocations are made by HUD under the Section 8 program but are administered by CHFA. The agency sells long-term tax exempt bonds to provide up to 40-year mortgage financing.

California Housing Finance Agency - Home Ownership and Home Improvement Loan (HOHI) Program

Under this program local governments designate areas that are in need of rehabilitation and request CHFA financing for the purchase and/or rehabilitation of housing by low and moderate income persons therein. Local lenders, in turn, purchase commitments from CHFA to originate and service loans in the designated areas. Loans are made by private lenders to owner occupants and, in some circumstances, to nonoccupant investors. These below market rate loans are insured and may be used for: 1) rehabilitation only, 2) purchase only, 3) purchase with rehabilitation, and 4) refinancing with rehabilitation. In order to qualify for a loan under this program a household's annual income must not exceed 120 percent of the county median income.

AB 333 - Rental Housing Construction Incentive Fund

A Rental Housing Construction Incentive Fund was established via the passage of AB 333 in October, 1979. Under this program the State Department of Housing and Community Development may make cash grants to CHFA or local governments to pay for all or a portion of the development costs associated with the construction of rental housing. In exchange for such assistance a regulatory agreement would be executed with the property owner restricting a portion of the units for occupancy by lower income persons. The agreement would be in effect for 40 years.

As defined in the State Health and Safety Code, "development costs" means the aggregate of all costs incurred in connection with the construction of a rental housing development including 1) the cost of land acquisition, whether by purchase or lease; 2) the cost of construction; 3) the cost of associated architectural, legal and accounting fees; and 4) the cost of related off-site improvements such as sewers, utilities and streets. These costs may be defrayed as they are incurred or an annuity trust fund may be established to reduce monthly debt service payments over the life of the regulatory agreement. In this respect the program could operate similarly to the Federal Section 8 program. In order to be eligible for assistance a rental housing development must contain at least five units and not less than 30 percent of the units shall be reserved for lower income households.

Homeownership Assistance

The Homeownership Assistance Program, authorized by Health and Safety Code Section 50775 et seq., is a \$7.5 million demonstration program under which the Department of Housing and Community Development may provide up to 49 percent of the purchase price of a dwelling unit to an eligible household, provided that HCD's assistance is not used to reduce downpayment costs below 3 percent. The balance of financing for purchase comes from private or other public lending institutions.

Eligible households include:

1. Renters who otherwise would be displaced by condominium or cooperative conversion.
2. Mobile home park residents who wish to purchase their mobile home park space if their park is to be converted to a condominium or cooperative.
3. Households who wish to purchase mobile homes that will be placed on permanent foundations.
4. Cooperatives or nonprofit corporations who wish to develop or purchase mobile home parks.

Households may only receive assistance once under this program and assistance may not be granted to those households who have owned real property in the last three years. Only households whose incomes are no greater than the area median are eligible. However, in the case of a

nonprofit corporation or cooperative corporation, assistance may also go to those of moderate income. Not less than 50 percent of the funds appropriated to this program are to be used to assist households with incomes of 80 percent of the median or below.

Upon sale of a dwelling unit or share in a stock cooperative purchased with assistance under the Homeowner Assistance Program, the State is to share in any profit realized from sale in an amount equivalent to its initial investment in the property. Adjustments to this profit amount are made for any improvements made by the household. Funds received from repayment are deposited into a revolving Homeownership Assistance Fund, and are used to help additional households.

Deferred Payment Rehabilitation Loans

Established by the passage of SB 966 (Marks), Chapter 884 of 1978, and authorized in Health and Safety Code Section 50660, the Deferred-Payment Housing Rehabilitation Loan Program was designed to assist cities and counties with the rehabilitation of housing for low and moderate income households. With the passage of AB 333 (Hughes), Chapter 1043 of 1979, and SB 229 (Roberti), Chapter 1042 of 1979 (in September, 1979), the program was expanded to include local public entities other than cities and counties and nonprofit corporations that operate housing rehabilitation programs with federal rehabilitation funds. Loans are made to public entities and nonprofit corporations that will, in turn, lend the funds to eligible property owners in the form of 3 percent interest, deferred-payment loans.

In order for a local public entity or nonprofit corporation to be eligible for loan funds from this program, it must have an operating rehabilitation program. Acceptable rehabilitation programs are outlined in the program regulations.

Generally, eligible borrowers are low or moderate-income owner-occupants of one to four-unit properties and nonowner-occupants of rental properties.

Loans are made to borrowers at 3 percent interest and must be repaid at the end of five years or upon the sale or transfer of the property, whichever comes first. Loans may be extended for additional five-year periods if owner-occupants are unable to repay the loans or, in the case of rental properties, if low-income tenants continue to benefit. There is no five-year repayment requirement on loans made to elderly owner-occupants. Local public entities/nonprofits repay the State at 3 percent interest upon collection from property owners.

LOCAL PROGRAMS

Marks-Foran Residential Rehabilitation Act

The Marks-Foran Act authorizes cities, counties, housing authorities and redevelopment agencies to issue tax-exempt revenue bonds to finance residential rehabilitation. Under Marks-Foran, loans are made in areas designated for residential rehabilitation through a formal public hearing process. The community must make a commitment to enforce rehabilitation standards on 95 percent of the structures in the rehabilitation area and to provide the public improvements necessary to support rehabilitation.

Marks-Foran rehabilitation loans can be made for terms much longer than conventional loans (up to 40 years), bringing the cost within the reach of moderate-income residents. The loans may be made in any amount up to a maximum of \$35,000 per unit, or 95 percent of the anticipated after rehabilitation value of the property.

Marks-Foran loans are made through qualified lenders and must be insured. Loans and insurance may be by private mortgage insurers as well as FHA, the California Housing Finance Agency, or a local agency using Community Development Block Grant funds.

SB 170 (Marks), 1979, expanded the activities eligible for financing under the Marks-Foran Residential Rehabilitation Act to include the construction of new infill housing for low and moderate-income persons where it has been included in the adopted rehabilitation program plan, and acquisition of real property for rehabilitation, or property which has recently been rehabilitated. No more than 35 percent of the aggregate principal amount of all loans made in a rehabilitation area can be used for these purposes.

AB 1151 - Density Bonuses and Other Incentives

This legislation, which was enacted in October, 1979, added Chapter 4.3 to the California Government Code requiring local governments to offer either density bonuses or other incentives to developers, who agree to set aside 25 percent of the total units in a housing development for low and moderate income persons. If a density bonus is granted, it must be at least 25 percent above the present allowable zoning. In lieu of a density bonus, a local government must provide at least two other incentives, limited only by the creativity of local officials. Incentives suggested in the legislation include 1) exemption from park dedication requirements and the payment of fees in lieu thereof; 2) City construction of public improvements appurtenant to the proposed housing development; 3) local write-down of land costs; and 4) exemption from any provision of local ordinances which may cause an indirect increase in the cost of the units to be developed.

If the local government offers a direct financial contribution to a housing development through subsidization of infrastructure, land, or construction costs, steps must be taken to assure the availability of the low and moderate income units for 30 years.

Redevelopment - Tax Increment Financing

California Community Redevelopment Law allows redevelopment agencies to utilize the incremental increases in tax revenues generated by a project to pay for project-related activities. Under this technique, known as tax increment financing, a redevelopment agency may borrow money or sell bonds to finance improvements in a redevelopment project area and repay these debts utilizing the incremental increases in tax revenues generated by new or improved development occurring after the adoption of the redevelopment plan for the area. State law generally allows the local community to determine the manner in which these tax increments will be used. However, the law specifically requires that 20 percent of the tax increments generated by redevelopment projects initiated after January 1, 1977, be devoted to the provision of housing for low and moderate income persons. Such housing can be provided within the redevelopment project area or elsewhere in the city.

CIRCULATION ELEMENT
OF
THE CITY OF SEAL BEACH

:
Prepared by:
City of Seal Beach :
Planning Department
Robert S. Neprud, Director

RESOLUTION NO. 2394

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SEAL BEACH ADOPTING A REVISED CIRCULATION
ELEMENT TO THE GENERAL PLAN AND REPEALING ALL
PROVISIONS IN CONFLICT THEREWITH.

The City Council of the City of Seal Beach does hereby resolve:

WHEREAS, California Government Code Section 65302(b) requires that cities
adopt circulation elements to their general plans; and

WHEREAS, the City recently adopted a revised Land Use Element to the General
Plan; and

WHEREAS, the Circulation Element should be consistent with the policies of
the Land Use Element; and

WHEREAS, on January 15, 1975, the Planning Commission conducted a public hearing
and recommended adoption of a revised Circulation Element to the General Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach
does hereby adopt the revised Circulation Element to the General Plan, attached
hereto and made a part hereof, and repeals all provisions in conflict therewith.

ADOPTED AND APPROVED by the City Council of the City of Seal Beach at a meeting
thereof held on the 22nd day of January, 1975, by the following
vote:

AYES: Councilmen B. J. Smith, Keith, Hagen, McLaughlin, and

NOES: Councilmen None

ABSENT: Councilmen None

William J. Smith
Mayor

ATTEST:

Joseph White
City Clerk

RESOLUTION NO. 3069

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF SEAL BEACH ADOPTING AMENDMENTS
TO THE CIRCULATION ELEMENT TO THE GENERAL
PLAN

The City Council of the City of Seal Beach does hereby resolve:

WHEREAS, California Government Code Section 65302(b) requires that cities adopt circulation elements to their General Plan; and

WHEREAS, the City adopted a revised Land Use Element to the General Plan; and

WHEREAS, the Circulation Element should be consistent with the policies of the Land Use Element; and

WHEREAS, the Land Use Element is proposed to be amended to contain provisions for the proposed Hellman Specific Plan; and

WHEREAS, the Circulation Element should be amended to delete the Avalon Avenue extension to the north and to relocate the First Street extension connection with Westminster Avenue to between Rockwell and the Los Alamitos Retarding Basin; add Regency Drive and add principal road to serve specific plan development; and

WHEREAS, on May 20, 1981, the Planning Commission conducted a public hearing and recommended adoption of amendments to the Circulation Element to the General Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt the revised Circulation Element to the General Plan, attached hereto and made a part hereof.

ADOPTED AND APPROVED by the City Council of the City of Seal Beach at a meeting thereof held on the 24 day of May, 1981, by the following vote:

AYES: Councilmen [Signature]

NOES: Councilmen [Signature]

ABSENT: Councilmen [Signature]

[Signature]
Mayor

ATTEST:

[Signature]
City Clerk

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SECTION ONE: INTRODUCTION

PURPOSE STATEMENT

This element is intended to provide direction to the City in its efforts to attain a feasible and efficient system of transportation, incorporating many modes of transportation in a manner that will best serve the residents of Seal Beach and still blend with a regional network. In providing this direction, this element is designed to satisfy State requirements regarding general plans and circulation elements.

CONCEPTUAL FRAMEWORK

A major service provided by a community is the efficient flow of people, goods and services. Without the ability to enter, exit and move about within a space, to receive and transmit any commodity, there is little value to that space. Transportation provides this vital function in the city.

Not only is there a functional relationship between transportation and a city, but also a physical and social relationship, for it is a major factor in shaping the structure and activity of a city. Historically, cities have developed along major transportation routes. Seal Beach was developed as a resort community along the Pacific Electric Railroad and the Pacific Coast Highway.

LOCATION

Seal Beach is located in the northwest corner of Orange County, just east of the Long Beach area which is a part of the Greater Los Angeles Basin. The city is somewhat unique in that being a beach community it is affected by land and water modes of transportation. Major links are provided to the adjacent cities of Long Beach, Los Alamitos, Garden Grove, Westminster and Huntington

DEFINITIONS

This section serves as a point of reference and explanation for a number of technically oriented concepts in the text. It is hoped that this glossary of terms will ensure the reading ease of this document.

Principal Streets: This type of street provides access to units abutting the street, moves traffic, serves as an easement for utilities, and provides light and air ventilation at the block level. Also, it can serve to filter traffic to larger streets; thereby serving a collector function. The width of this type of street varies, however, and this is based on the function it serves and its intensity of use. Examples include Central Avenue, Catalina Avenue, Monterey Road, and Candleberry Street.

Secondary Roadways: With 80 feet of right-of-way, these are generally designed to serve as collector streets in that traffic is diverted from principals before the latter's capacities are exceeded and conduct it to either larger arterials or local generators such as neighborhood shopping centers. Examples are Ocean Avenue and Lampson Avenue.

Primary Streets: With a 100 foot right-of-way, these serve as major traffic carriers. Access is usually limited and they serve principally as conveyors of traffic. Examples are Pacific Coast Highway and Westminster Avenue.

Major Arterial Highways: With a 120 foot right-of-way, it is the heaviest travelled city street usually leading to a freeway interchange or major traffic generator. Typical of such streets are highways designed to handle great amounts of traffic (though less than freeways) with a minimal amount of access from other streets. Seal Beach Boulevard is an example of a major arterial highway.

Roadbed: That amount of the right-of-way between the curbs.

Orange County Master Plan of Arterial Highways: A plan by which all existing and proposed streets other than principals are delineated at the county level. The objective of this plan is to encourage all cities in the county to cooperate in providing a continuous arterial system.

Operation: (Refers to aircraft flights) An operation consists of a takeoff or landing by an aircraft, but does not include aircraft flying by the base and establishing radio communication with the base.

SECTION TWO: TRANSPORTATION AS IT APPLIES TO THE NEEDS OF THE CITY AND OTHER GENERAL PLAN ELEMENTS

FEATURES AND NEEDS OF THE CITY

The intent of this portion of the section is to provide a brief overview of the features and needs of the City of Seal Beach, most of which will be further examined at a later point in the text.

Cities are shaped by transportation systems to the degree that their needs must be serviced. Seal Beach places somewhat unique demands on its system and for this reason it varies a little from other communities. The city consists of a number of relatively distinct geographic units that are separated by freeways, a highway, or undeveloped areas. These units are listed below:

College Park West

College Park East and Rossmoor Center

Leisure World

Marina Hill

Coastal District

Naval Weapons Station

Surfside Colony

Of major importance on the transportation system of the city is the Naval Weapons Station which consists of about 5000 acres. This station is anticipated to remain in operation for at least the life of this element (1985). If this area were to change in status, major reconsideration of the Circulation Element would be necessary.

Most of the listed areas are connected in a north-south direction by Seal Beach Boulevard, a major arterial. Other areas are connected in an east-west direction by Pacific Coast Highway, Westminster Avenue, and the San Diego Freeway.

The City may generally be defined as a "bedroom" or residential community with considerable out-migration during morning hours and in-migration during evening hours. Most residents commute to employment centers in the Los Angeles and Orange County areas. There is relatively little industrial and commercial demand on the street system.

Overall the city is experiencing relatively few problems in terms of traffic congestion. The system has provided adequate service over the years and while there are certain impacted areas at times, their cumulative effects are reduced. As indicated in the Land Use Element of the General Plan a stable population is expected during the life of the plan (1985), implying that those systems that are providing adequate services at the present will continue to do so. The plan suggests a modest 9% population increase, about half of whom will be absorbed in the Coastal District.

Another feature unique to the City is its large population of retired residents (about one-third of the city's population). Buses service the Leisure World area, in addition to the other areas of the city, thus providing transportation between these areas and commercial and social centers throughout the city and surrounding communities.

The final feature of the city's rather unique transportation need is the summertime influx of non-residents. Obviously, being a beach community, there is a heavy demand placed on the transportation system during these months.

RELATIONSHIP TO OTHER ELEMENTS: LAND USE

The circulation system of a community is intimately related to other aspects of it. This relationship is reflected in the effects of circulation on the other elements of the General Plan; specifically, the Land Use and Bicycle Route Elements. The most important relationship is with the Land Use Element since

It is here that the intensities of demand on the transportation system may be understood.

Because of the modest nature of proposed development prescribed in the adopted Land Use Element, little impact on the circulation system is anticipated. Regarding industrial development, sixty acres are planned. Accessibility to the sites is high and based on existing traffic flows, there will be a capability to meet the future circulation demand.

Thirty-six acres of commercially zoned property in the City are yet to be developed. These sites are located throughout the City and the greatest concentration is in the area north of the San Diego Freeway on either side of Seal Beach Boulevard (near the Rossmoor Center). This arterial is presently below capacity and the anticipated development, if it occurs, could be adequately absorbed in the circulation system.

The proposed residential development, totaling 120 acres, with an increased population of about 2700 persons, is scattered throughout the City. However, the largest concentration is expected to occur in the Coastal District. Approximately 185 acres behind Marina Hill is subject to development through the Specific Plan process. This development includes a road system to both serve the 1000 unit development and serve traffic in the immediate area.

RELATIONSHIP WITH THE BICYCLE ROUTE

The City has an adopted Bicycle Route Element that enlists the use of lanes on streets and paths to provide an alternative means of travel to the automobile. Referral to Figure II of that Element provides the designated routes. Any new development of the circulation system will be designed with the needs of bicycle operators in mind.

SECTION THREE: MODES OF TRANSPORTATION

LAND TRANSPORTATION

This medium consists of all activities that occur on streets and highways or that are related to them. In this area roadways are the principal means of circulation. Activities taking place on streets that are of concern to the city are automobile usage, public transportation and parking. Circulation in the Coastal District is of specific concern.

Roadway proposals

In referring to the Circulation Element Map attached to the back of this document it may be noted that the streets considered to be significant have been classified. These streets have been considered significant as based on the criteria of volume of traffic and right-of-way. The present circulation element, adopted in 1967 required certain changes. Listed below are those proposed changes, as shown on the map. It should be noted that in some cases minor deviation from right-of-way standard has been deemed appropriate by the city, but this is not anticipated to present any problems.

1. Reclassification of First Street from Pacific Coast Highway to Marina Drive from a major street (120' right-of-way) to primary (100' right-of-way). Also, reclassification of this street from Marina Drive to Ocean Avenue from a major to a secondary street (82' right-of-way). Due to density reductions in the area as prescribed in the city's Land Use Element, the additional right-of-way will not be necessary. However, it will be necessary to increase the right-of-way south of Marina Drive from the existing 60 feet to meet the anticipated need.

2. Development of Marina Drive (to commence shortly) as a secondary street in compliance with the city's Circulation Element and the Orange County Master Plan of Arterial Highways.

PROPOSED AMENDMENT

3. Reclassification of Golden Rain Road and St. Andrews Drive (Leisure World) from principal to secondary streets, based on traffic volume. Even though these are private streets, it would be in the City's best interest to reclassify these streets.

4. Link Seal Beach Boulevard and Pacific Coast Highway to the west with a primary street. This would entail a First Street extension from Pacific Coast Highway. From this point, the road would parallel the San Gabriel River, then curve east behind Marina Hill and Gum Grove Park, and tie in with Seal Beach Boulevard. A secondary street (80' right-of-way) would be developed from the First Street extension to Westminster Avenue. Suggested alignment for this street is located between the existing North American Rockwell facility and the Flood Control Basin area to the west. Regency Drive, a secondary street (80' right-of-way) will provide an interconnection between Seal Beach Boulevard and the proposed north-south secondary street connecting Westminster Avenue and First Street extension. A principal street is proposed to serve the Hellman Specific Plan residential development. This proposed street would have two connections with the First Street extension. These developments are proposed for the following reasons:

- A. The City could achieve a loop system for the Coastal District thus diverting some of the residential and beach-oriented traffic that presently travels Seal Beach Boulevard, Bolsa Avenue and Main Street.
- B. Accessibility from Westminster Avenue to First Street extension could be ensured.

Coastal District and Proposals

The Coastal District of the City is the most heavily impacted area of the City during the summer months. The diagonal parking on Main Street and the

shortage of parking spaces aggravates congestion. The Main Street poses a number of problems for as it exists the flow of traffic during the summer months is subject to delay due not only to the diagonal parking, but also the traffic control problem at the intersection of Main Street and Electric Avenue. Alternatives are being studied, and one mitigating measure would be the redesigning of the intersection, as illustrated in the Specific Plan for the Pacific Electric right-of-way.

The circulation problems of the Coastal District stem from a characteristic that is typical of most older communities in Southern California. Developed at about the turn of the century, streets in the area were not designed for the volumes of automobiles that are present during the peak days and hours of the summer months. Congestion is of particular concern in the area from 13th Street through 17th Street, bounded by Electric Avenue and Pacific Coast Highway.

Roadbeds are 24 foot wide and parking is permitted on both sides of the streets which makes vehicular access difficult. One means of eliminating this condition would be the removal of one of the two parking lanes on each street, thus widening the travel lane by eight feet. However, loss of on-street parking sites would have to be carefully evaluated, since the parking supply in the area year-round is acute.

Public Transportation

Southern California has been committed basically to a single mode of vehicular transportation for everyday affairs. Despite this, however, it has generally been accepted that the public good is benefited more by not having such a dependence on this single mode, and that is essentially why emphasis is presently being placed on the development of non-automobile related means of transportation by regional bodies.

While the circulation network provides the necessary infrastructure for vehicular travel, which to most means the private auto, there are additional facets of transportation. Ideally, various systems should operate as an integrated whole to form a unified transportation system. At present, however, there is a need for better balance between the various modes; for less reliance on the automobile and a greater choice between viable alternatives. The present road system developed for automobiles and trucks can serve a vast bus oriented public transportation system. In addition, there is a need to develop and encourage carpooling systems. Balances must be achieved if we are to deal successfully with the problems of energy, air quality and congestion.

Existing and Proposed Bus Routes

Bus service is provided in Seal Beach by the Orange County Transit District (OCTD), the Long Beach Public Transit (LBPT), and the Southern California Rapid Transit (RTD). Service is designed to take advantage of the beach orientation of the community as well as meet the needs of those who are unable to or do not desire to use automobiles.

OCTD provides a regular service with two routes traversing the City. Route 50 originates in the Coastal District, stops at Leisure World and other points along Seal Beach Boulevard, passes Rossmoor Center, turns onto Katella Avenue through Anahim, and terminates in the Mall of Orange. Route 60 extends from Old Town to Leisure World via Seal Beach Boulevard, then turns on Westminster Avenue and terminates at the Santa Ana Civic Center. There is a substantial increase in users during the summer months (beach-oriented); however, year-round user levels are such that they presently do not dictate any increased service.

The city has a contract with the LBPT to provide a free shuttle service to the residents of the community. One of the few such agreements in the State,

the shuttle services the Leisure World area and adjoining commercial center, Rossmoor Center and nearby residential areas, and the Coastal District. The system, which has met with much civic approval, operates on a five-day schedule and should continue at the present level of service.

The LBPT also has a regularly scheduled route (5) linking various parts of the city with each other and the Long Beach area. This route which operates on the half-hour, runs from Bolsa Avenue and Pacific Coast Highway to Seal Beach Boulevard, then through the Coastal District along Electric Avenue and connects with downtown Long Beach via Marina Drive, and terminates in Compton.

RTD Route 55 proceeds along Pacific Coast Highway from Newport Beach to downtown Long Beach. RTD Route 59 originates in Long Beach then services Leisure World and other points along Seal Beach Boulevard before going east along Westminster Avenue into the Santa Ana Civic Center and finally terminating in the City of Riverside.

AIR TRANSPORTATION

Seal Beach is relatively close to a number of commercial, private and military airports. Commercial airports include Los Angeles International, Long Beach and Orange County. Located in Huntington Beach is Meadowlark, a private air field. Located just outside the north-east boundary of the city is the Los Alamitos Naval Air Station (Air National Guard Unit). Principally, a helicopter port, it experienced about 45,000 operations during the August, 1973-August, 1974 period, and probably will remain at this level for the immediate future. The base operates on an 80 hour work-week, with night flying scheduled until 10:00 p.m. on two days of the week.

WATER TRANSPORTATION

The city is in an advantageous location with respect to water travel that takes place within the City boundaries and directly outside them. While the impact of these commercial, military and recreational facilities on the transportation of the city is minimal, they do serve as points of activity that merit mention.

The Long Beach-Los Angeles Harbor complex already mentioned, lies west of the city and while its direct impact on the city is minimal, its indirect influences could be significant, for it serves as a place of employment for many thousands of people.

As mentioned previously, the U. S. Naval Weapons Station operated out of Anaheim Bay, in the southwestern portion of the City. Serving as a major processor of munitions related cargo bound for the various parts of the Pacific, the military operations here currently average between one and two ships entering per day on a yearly basis. Activity at the base is expected through the life of this plan (1985) as it is directly related with Naval operations throughout the Pacific.

With regard to recreational craft Seal Beach is centrally located, with public launching and mooring facilities on either side of the city. Located outside the southeastern boundary of the city are the Sunset Aquatic Park and Huntington Harbour, the latter a private facility. The Sunset facility has moorings for 220 craft and handles an estimated 25,000 visitors per year. Huntington Harbour maintains slips for 2,500 boats. Water access to both facilities is through Anaheim Bay.

Immediately outside the city's western boundary is the Alamitos Bay and Long Beach Marina facilities. Public and private moorings, plus dry storage, provide space for about 3,200 boats. Access to this area is provided by the Alamitos Bay Channel, directly adjacent to the San Gabriel River.

SECTION FOUR: IMPLEMENTATION

Despite the unique features of Seal Beach and the requirements it places on the circulation system, the existing system is generally adequate and should meet the future demands of the city. There are specific areas of concern, however, and these have been discussed in the text. To alleviate or at least reduce these conditions, certain techniques will be necessary to implement.

In considering implementation it must be remembered that there are other review authorities which have jurisdiction in the area. The city should attempt to work with these groups in an attempt to reach mutually beneficial goals.

Following is a discussion of measures that may be considered for the implementation of this element.

Zoning Ordinances

The zoning ordinance of the city is presently being revised and simplified to be consistent with the elements of the General Plan. As an instrument of the General Plan it is this device through which the intentions of the City are referred to in daily affairs. Specifically, with regard to the Circulation Element, of importance is the Highway Dedication and Improvement Ordinance which provides that occupancy of a building will not occur until dedication and improvement of streets abutting the building site has taken place and is consistent with what has been specified in the city's Circulation Element. Of equal importance is the Subdivision Ordinance which requires developers to dedicate and improve streets within their project limits and tie these streets to existing streets.

Intergovernmental Assistance

Transportation has been recognized as a problem of regional dimensions and to attempt to cope with it on an individual or local basis is futile in some

respects. Bus, bicycle and other transportation systems will require close cooperation between Seal Beach, other cities and regional bodies in the same manner as the street and highway systems have been developed in the past to insure that completed systems would function effectively. Specifically, it is recommended that the city work in close cooperation with the Southern California Association of Governments (SCAG) which has done much work in the area of transportation planning, and the OCTD. Areas of special concern where assistance may be useful are the development of a shuttle system between outlying parking areas and the beach area, and expansion of the existing bus system.

Capital Improvements Program

An important instrument of implementing the Circulation Element is a program of capital improvements; that is, based on a perceived priority of areas of concern these may be specifically planned for in the future. What ought to be established then is a system through which these concerns may be practically approached. Priorities for the construction of improvements to the circulation systems need to be established. Areas of concern that ought to be considered follow (in no priority):

First Street extension from Pacific Coast Highway
to Seal Beach Boulevard

Seal Beach Boulevard--San Diego Freeway interchange improvement

Continued bicycle route development

Specific study of the Main Street/Commercial area.

Public Transportation

The complementary bus service available to the residents of the city is of vital concern in the transportation system of the city. It not only provides a wider latitude of travel than in most cities, but it also stimulates local businesses, due to the convenience of routing. This service is utilized throughout the year and should continue in the future.

CITY OF SEAL BEACH
INDEX OF PUBLIC STREETS
(excluding freeways)

<u>STREET NAME</u>	<u>AREA</u>	<u>LENGTH (miles)</u>
1. Agua Place	H	0.04
2. Almond Avenue	CPE	1.06 (2)*
3. Anderson Avenue	S	.07
4. Aster Street	CPE	0.28
5. Avalon Drive	H	0.08
6. Balboa Drive	H	0.35
7. Banyan Avenue	CPE	0.11
8. Basswood Street	CPE	0.09
9. Bayou Way	H	0.11
10. Bayside Drive	H	0.27
11. Beachcomber Drive	H	0.22
12. Beryl Cove Way	H	0.08
13. Beverly Manor Drive	LW	0.75
14. Birchwood Avenue	CPE	0.68
15. Bluebell Street	CPE	0.20
16. Bolsa Avenue	H	0.59
17. Bolsa Chica Avenue		
18. Camelia Street	CPE	0.12
19. Candleberry Avenue	CPE	1.00 (2)
20. Caravel Way	OT	0.14
21. Carmel Avenue	H	0.08
22. Carnation Circle	CPE	0.04
23. Catalina Avenue	H	0.84
24. Central Avenue	OT	0.62
25. Central Way	OT	0.23
26. Clipper Way	OT	0.17
27. Clover Circle	CPE	0.02
28. Coastline Drive	H	0.51
29. College Park Drive	CPW	0.72
30. Columbine Street	CPE	0.05
31. Coral Place	H	0.03
32. Corsair Way	OT	0.19
33. Crest Drive	H	0.05
34. Crestview Avenue	H	0.59
35. Crystal Place	H	0.04
36. Crystal Cove Way	H	0.10
37. Daffodil Circle	CPE	0.04
38. Dahlia Circle	CPE	0.03
39. Daisy Circle	CPE	0.05
40. Daisy Street	CPE	0.13 (2)
41. Dartmouth Circle	CPW	0.02
42. Dogwood Avenue	CPE	0.89 (3)
43. Dolphin Avenue	OT	0.16
44. Dory Way	OT	0.06
45. Driftwood Avenue	H	0.29
46. Ebbside Place	H	0.02
47. Elder Avenue	CPE	0.85 (2)
48. Electric Avenue (N)	OT	0.83
49. Electric Avenue (S)	OT	0.73
50. Emerald Place	H	0.04

<u>STREET NAME</u>	<u>AREA</u>	<u>LENGTH (miles)</u>
51. Emerald Cove Way	H	0.10
52. Fathom Avenue	H	0.16
53. Fern Circle	CPE	0.03
54. Fir Avenue	CPE	0.87 (2)
55. Fir Circle	CPE	0.05
56. Fuchsia Circle	CPE	0.05
57. Fuchsia Street	CPE	0.14
58. Galleon Way	OT	0.20
59. Goldenrod Circle	CPE	0.03
60. Goldenrod Street	CPE	0.10
61. Guava Avenue	CPE	0.36 (2)
62. Harbor Way	H	0.14
63. Harvard Lane	CPW	0.63
64. Hazelnut Avenue	CPE	0.78 (2)
65. Heather Circle	CPE	0.03
66. Heather Street	CPE	0.22
67. Iris Circle	CPE	0.03
68. Iris Street	CPE	0.05
69. Ironwood Avenue	CPE	0.98 (3)
70. Island View Drive	H	0.22
71. Jade Cove Way	H	0.08
72. Jasmin Circle	CPE	0.03
73. Laguna Place	H	0.07
74. Lampson Avenue	A	2.00
75. Landing Avenue	OT	0.35 (2)
76. Loyola Plaza	CPW	0.05
77. Main Street	OT	0.36
78. Marble Cove Way	H	0.08
79. Marigold Street	CPE	0.10
80. Marina Drive	OT	0.58
81. Marine Avenue	OT	0.08
82. Marlin Avenue	H	0.32
83. Marvista Avenue	H	0.35 (2)
84. Neptune Avenue	OT	0.05
85. Occidental Drive	CPW	0.05
86. Ocean Avenue	OT	0.94
87. Oleander Street	CPE	0.27
88. Opal Cove Way	H	0.08
89. Pacific Coast Highway	A	2.27 (2)
90. Pansy Circle	CPE	0.07
91. Pansy Street	CPE	0.04
92. Primrose Circle	CPE	0.07
93. Primrose Street	CPE	0.05
94. Princeton Circle	CPW	0.02
95. Purdue Circle	CPW	0.02
96. Riviera Drive	H	0.11
97. Rose Circle	CPE	0.07
98. Rose Street	CPE	0.16
99. Rossmoor Center Way	RSS	0.27
100. Sandpiper Drive	H	0.22

<u>STREET NAME</u>	<u>AREA</u>	<u>LENGTH (miles)</u>
101. Schooner Way	OT	0.11
102. Sea Breeze Drive	H	0.22
103. Seal Way	OT	(not a street)
104. Seal Beach Boulevard	A	3.66 (2)
105. Silver Shoals Avenue	H	0.07
106. Southshore Drive	H	0.21
107. Stanford Lane	CPW	0.37
108. Sunflower Circle	CPE	0.07
109. Sunflower Street	CPE	0.12
110. Surf Place	H	0.09
111. Taper Drive	H	0.22
112. Teaberry Circle	CPE	0.07
113. Tulip Street	CPE	0.03
114. Violet Street	CPE	0.17 (2)
115. Westminster Avenue	A	2.85
116. Wisteria Street	CPE	0.35
117. Yale Circle	CPW	0.02
118. Yale Lane	CPW	0.25
119. 1st Street	OT	0.59
120. 2nd. Street	OT	0.17
121. 3rd. Street	OT	0.14
122. 4th. Street	OT	0.24
123. 5th Street	OT	0.41
124. 6th. Street	OT	0.26
125. 7th. Street	OT	0.31 (2)
126. 8th. Street	OT	0.33 (2)
127. 10th. Street	OT	0.38 (2)
128. 11th. Street	OT	0.28 (2)
129. 12th. Street	OT	0.41
130. 13th. Street	OT	0.38 (2)
131. 14th. Street	OT	0.38 (2)
132. 15th. Street	OT	0.22
133. 16th. Street	OT	0.23
134. 17th. Street	OT	0.24

Summary of Street Mileage:

Old Town	10.77
Hill	7.07
Arterials	10.78
College Park East	11.03
College Park West	2.15
Misc.	1.09
TOTAL	42.89

* Indicates number of segments of discontinuous streets.

SEISMIC SAFETY - SAFETY ELEMENT

Prepared by

City of Seal Beach
Planning Department

Summer, 1975

RESOLUTION NO. 2455

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEAL BEACH ADOPTING A SEISMIC SAFETY-SAFETY ELEMENT TO THE GENERAL PLAN OF THE CITY OF SEAL BEACH.

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

WHEREAS, California Government Code Sections 65302.1 and 65302(f) require a safety and seismic safety element to the City's General Plan; and

WHEREAS, the Planning Commission, citizens and city staff have contributed to the formulation of a combined Seismic Safety-Safety Element to the General Plan; and

WHEREAS, the Planning Commission of the City of Seal Beach held a public hearing as required by law on the proposed Seismic Safety-Safety Element to the General Plan on June 18, 1975; and

WHEREAS, the Planning Commission of the City of Seal Beach adopted said Seismic Safety-Safety Element by Resolution No. 920 and recommended that the City Council adopt said element; and

WHEREAS, on July 14, 1975, the City Council held a public hearing on the proposed Seismic Safety-Safety Element.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt the combined Seismic Safety-Safety Element to the General Plan attached hereto and made a part hereof.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting thereof held on the 14th day of July, 1975, by the following vote:

AYES: Council Members Buckner, Hadden, DeLeon, Soren

NOES: Council Members None

ABSENT: Council Members Dartson

Sharon V. Hadden
Mayor

ATTEST:

Carolyn White
City Clerk

I, Jody's Freir, City Clerk of the City of Seal Beach, California, do hereby certify that this is a true and correct copy of

Resolution #2455

duly passed and adopted by the Seal Beach City Council on 7-14-75

Jody's Freir City Clerk

INTRODUCTION

The purpose of the combined Seismic Safety Element and the Safety Element is to develop policies aimed at reducing the present risk from seismic, flood and fire related hazards. The Element will serve as an informational resource in the evaluation of development proposals and future land use planning. The major sections of the Element include the following:

- PART I Goals and objectives for the reduction of seismic, flood and fire hazards.
- PART II Identification of seismic, flood and fire hazards and their possible effect on Seal Beach.
- PART III Analysis of the level of acceptable risk to life and property.
- PART IV Policies proposed to reduce safety hazards related to land use, and new and existing structures.

A. Authority for the Safety and Seismic Safety Elements

Government Code Section 65302.1 requires a safety element of all city and county general plans, as follows:

A safety element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazard.

Government Code Section 65302(f) requires a seismic safety element of all city and county general plans, as follows:

A seismic safety element consisting of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to the effects of seismically induced waves such as tsunamis and seiches.

The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves.

B. Scope

As a legal jurisdiction, the City of Seal Beach has fixed legal boundaries which the hazards considered in this Element do not recognize. Seal Beach shares many of its hazards with other coastal cities in Orange County. Furthermore, since the above hazards are difficult to identify and map, this Element is another step in the reduction of seismic and other safety hazards. This Element also recognizes that considerable progress has already been made in the reduction of risk due to the hazards described.

PART I

GOAL

The basic objective is to minimize the loss of life, injury, damage to property, contamination and economic and social dislocations resulting from:

- Fire Hazards
- Flood Hazards
- Seismic Geologic Hazards.

OBJECTIVES

1. Identify hazard areas in order to determine the relative risk to people and property in Seal Beach.
2. Determine guidelines for future structures that are acceptable within zones of potentially higher risk.
3. Insure that high occupancy and critical (vital) structures and pipelines are designed to sustain minimum damage and continue to function in the event of a disaster.
4. Encourage public awareness of seismic, flood and fire hazards.
5. Develop and continually revise emergency disaster plans dealing with identified hazards.
6. The Seismic Safety-Safety Element should be periodically revised to reflect advances in technology.

PART II

HAZARD IDENTIFICATION

SEISMIC HAZARD - HISTORY

The March 10, 1933, Long Beach earthquake, the largest known in this area, had a magnitude of 6.3 on the Richter Scale. Although this shock was not of major magnitude, it ranks as the third most destructive earthquake in United States history, with a property loss of about \$40 million and the loss of 120 lives. Most of the lives lost and property damage could have been avoided if the unreinforced lime mortar brick buildings had been constructed with concrete and steel using present day building codes. The relatively low loss of life and property damage from the 6.6 Richter Scale San Fernando earthquake over a more heavily populated area with many multi-story buildings demonstrates that structures can be designed to withstand the destructive earthquake forces.

Cracks appeared in alluvium at various places within the quake region at the time of the Long Beach quake, including the Alamitos Bay-Seal Beach area and in the unconsolidated deposits of the Los Angeles River floodplain in Compton. Water was ejected from sandy or muddy alluvium, and sand boils or mud "volcanoes" formed in the Seal Beach area near the Newport-Inglewood structural zone, near the mouth of the Santa Ana River, and at Cabrillo Beach (San Pedro). Because similar features developed at places away from the zone, they are most logically explained as being caused by "lurching"--that is, inelastic response of unconsolidated water-saturated materials to ground motion during the earthquake.

Between 1933 and 1940 at least 250 earthquakes were reported in areas close to the Newport-Inglewood structural zone. Many of these probably originated along the zone and were aftershocks associated with the Long Beach and Signal Hill earthquakes. From 1935 to 1939 an average of 13 earthquakes a year were felt near the zone.

At least 20 earthquakes with Richter magnitudes greater than 3.0 occurred along the Newport-Inglewood structural zone since the 5.4 magnitude Signal Hill event of October 2, 1933. This was the strongest earthquake along the zone since the Long Beach Quake. In 1939 a 4.5 shock caused some damage in the Huntington Park-Long Beach area.

During the 1940s several dozen earthquakes with epicenters along the Newport-Inglewood structural zone were reported. Most of these were highly local. Two of them, one in 1941 and one in 1944, involved subsurface movement on faults in oil fields, resulting in damage to oil wells at depths of 5,000 to 7,000 feet. None of the above earthquakes including the 1933 quakes caused any surface fault displacement.

SEISMIC HAZARD - FAULT DISPLACEMENT

Fault displacement occurs when earth on one side of a fault moves in relation to earth on the other side. (See diagram) Although the earth is crisscrossed with faults, only those faults which are active pose potential hazard. The Council of Intergovernmental Relations (CIR) guidelines define a fault as active which has moved in recent geologic time (10,000 years or less) and which is likely to

move again in the next 100 years. The Newport-Inglewood fault is an active one but has not experienced surface fault displacement even from the two major 1933 quakes.

The City of Seal Beach includes a segment of the Newport-Inglewood fault which is known in this area as the Seal Beach fault. Geological investigation of this fault zone has led to the classification of the zone as an area of "wrench faulting" characterized by a wide fault zone in which displacement may be expected to occur along discontinuous and intertwined faults rather than along any one continuous fault. This complex zone of faults present in the sedimentary bedrock beneath the Los Angeles-Orange County coastal plain is thought to be due to the presence of a master fault in the crystalline basement rock that underlies the sedimentary bedrock of the Los Angeles basin. Movement on this master fault has placed continuing stress on the overlying sedimentary bedrock, which has responded by folding and rupturing in the complex "wrench" pattern discussed above.

This complex pattern of folding, faulting, and uplift described above has developed because of the inherent weakness of the sedimentary rock. This rock has been able to absorb, within recent historic times, the stress placed upon it by internal adjustment (folding and faulting) at considerable depths. Stress has apparently not accumulated to the point where stress relief by surface faulting and folding has occurred.

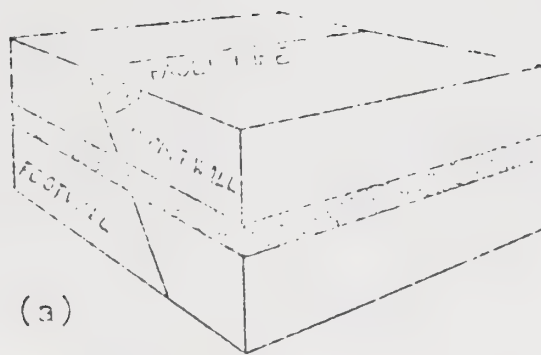
The Newport-Inglewood fault zone is believed capable of generating a 7.0+ magnitude earthquake within the next 50-100 years. (See Orange County Technical Report, Chapter 12.)

The Newport-Inglewood fault zone extends into Seal Beach. However, the fault trace is not visible because it is buried under alluvial soils. Although published sources agree as to the general location of buried fault traces, the plotted locations can be assumed to be only approximately correct, based on the best information available.

SEISMIC HAZARD - GROUND SHAKING

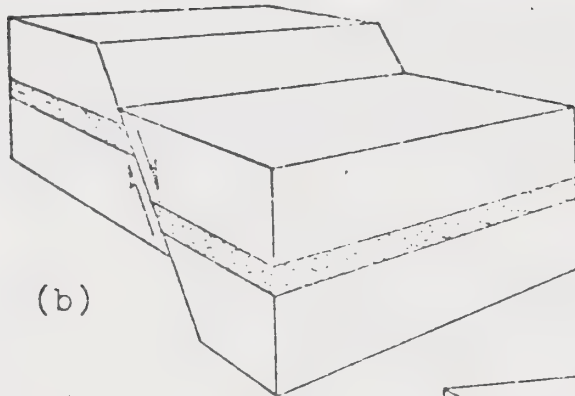
Earthquake shaking is largely due to release of energy during periods of sudden displacement along a fault. Examination of damage caused by previous earthquakes has resulted in numerous code changes that require different materials of construction, comprehensive foundation investigations for major structures, and structural design procedures to resist the forces created by the energy released when sudden displacement occurs along an earthquake fault. The components of the forces are impossible to predict exactly. The codes developed since 1933 have resulted in safer building construction. Each major earthquake provides more refinement in the engineering procedures used to improve the design of earthquake resistant buildings.

The soils under Seal Beach consist of alluvial and colluvial materials overlying marine terrace deposits. Considerable ground water is also present.



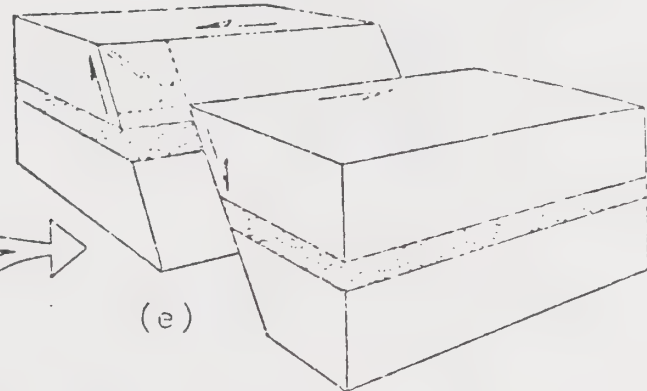
(a)

NORMAL FAULT



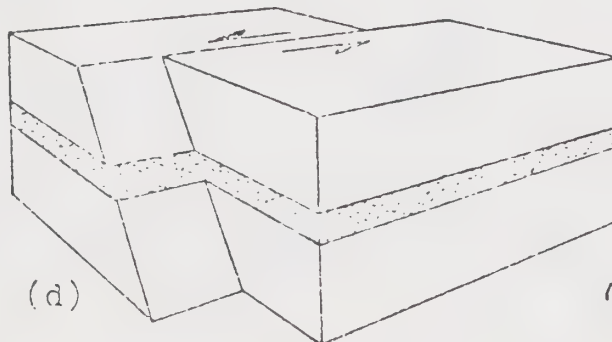
(b)

LEFT LATERAL NORMAL FAULT
(LEFT OBLIQUE NORMAL FAULT)



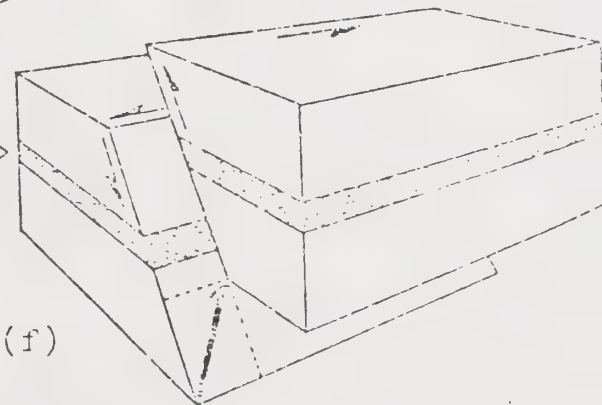
(e)

LEFT LATERAL FAULT
(STRIKE-SLIP)



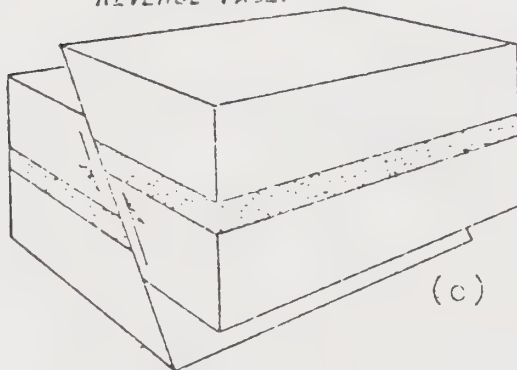
(d)

LEFT LATERAL REVERSE FAULT
(LEFT OBLIQUE REVERSE FAULT)



(f)

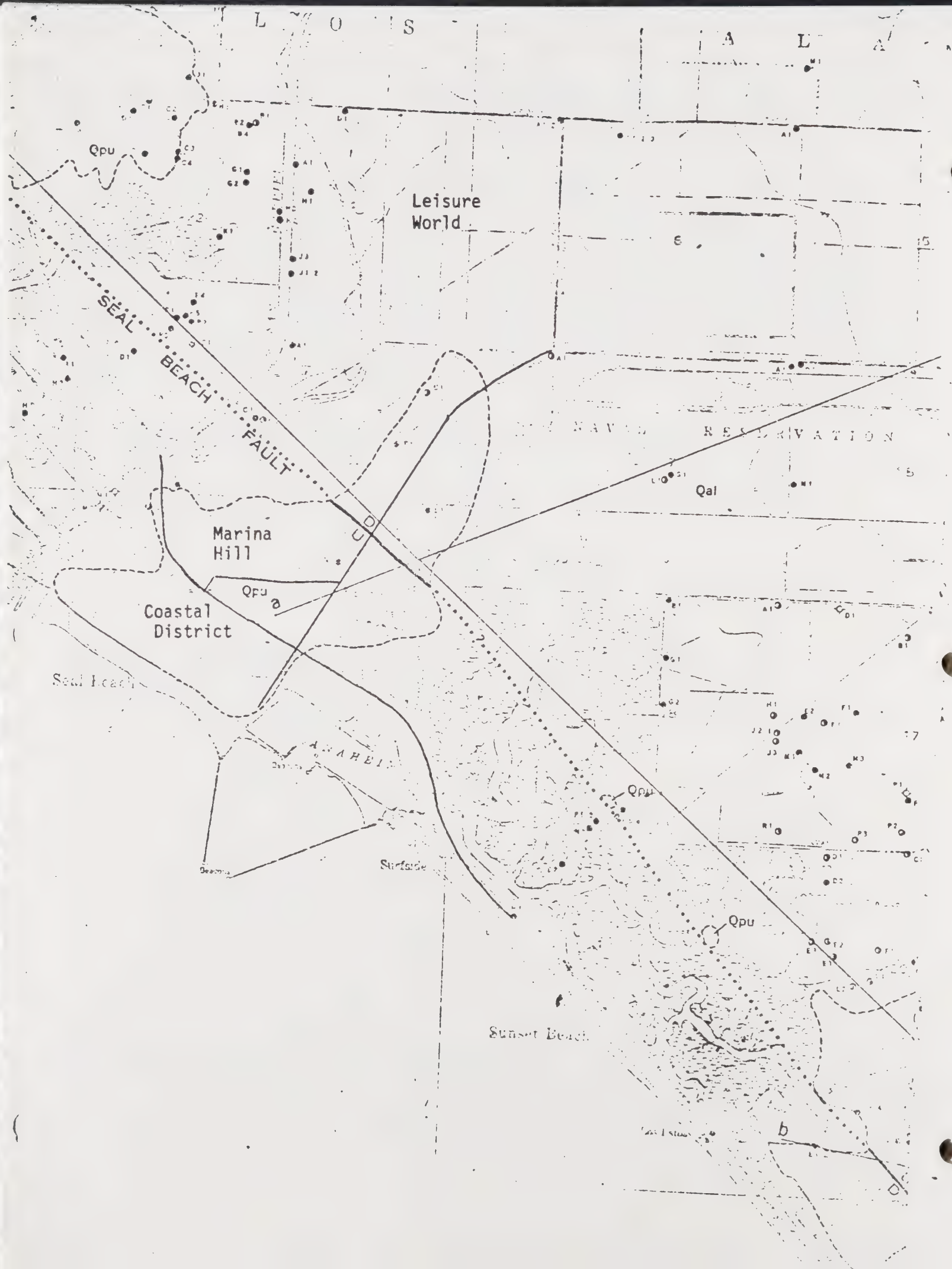
REVERSE FAULT



(c)

TYPES OF FAULT MOVEMENT

a) Names of some of the components of faults. b) Normal Fault, in which the hanging wall has moved down relative to the foot wall. c) Reverse Fault, sometimes called Thrust Fault, in which the hanging wall has moved up relative to the foot wall. d) Lateral Fault, sometimes called Strike-slip Fault, in which the rocks on either side of the fault have moved sideways past each other. It is called Left Lateral if the rocks on the other side of the fault have moved to the left, as observed while facing the fault and Right Lateral if the rocks on the other side of the fault have moved to the right, as observed while facing the fault. e) Left Lateral Normal Fault, sometimes called a Left Oblique Normal Fault. Movement of this type of fault is a combination of normal faulting and left lateral faulting. f) Left Lateral Reverse Fault, sometimes called a Left Oblique Reverse Fault. Movement of this type is a combination of Left Lateral Faulting and Reverse Faulting. Two types of faults not shown are similar to those shown in c and f. They are a Right Lateral Normal Fault and a Right Lateral Reverse Fault (a Right Oblique Normal Fault and a Right Oblique Reverse Fault, respectively).



If severe ground shaking were to occur these soils could lose some of their adhesive qualities and some damage to buildings could result because of settlement.

OTHER GEOPHYSICAL HAZARDS

SUBSIDENCE

Subsidence (sinking) of the land surface is a result of the withdrawal of oil, gas or water. The only significant subsidence that has occurred in the general area has been in Long Beach. The subsidence was a result of oil extraction operations. This problem is now being monitored and steps are being taken to control the problem.

TSUNAMI

Tsunamis are great oceanic waves generated by earthquakes, submarine volcanic eruptions or large submarine landslides. Of the 500 tsunamis recorded, a majority have occurred in the Pacific basin area.

Assessing the hazards from tsunamis is very difficult because of very limited historical data along the Orange County Coast. No tsunami of a magnitude exceeding that of high storm tide has reached the Southern California coast.

Assuming a high tide and a tsunami are in phase, the lowland areas of Seal Beach could be inundated and subject to moderate damage from flood. The probability of a high tide and tsunami occurring at the same time is extremely remote in Southern California.

EROSION

Beach erosion is a concern of the City of Seal Beach. This century old process is influenced by manmade changes and obstructions in the ocean affecting the coastline. (Beach erosion is dealt with in the Conservation Element of the General Plan)

FIRE HAZARD

The degree of fire hazard of the City of Seal Beach is closely related to its land use and development characteristics. Residential use dominates the developed urban area and constitutes a major consideration in determining fire hazard potential. This is especially true in high density multi-family areas where common attics, limited access and security fences make fire suppression more difficult. Business and commercial complexes require immediate fire control forces if fire loss is to be kept within acceptable limits. Public facilities, especially in disaster related fires, need prompt fire control to insure their continued use. Other factors necessary to consider in determining the City's fire hazard are the Hellman oil wells and the proximity of the Naval Weapons Station.

The Seal Beach Fire Department has the capability of combating all normal fire potential. If a large area fire or conflagration were to occur, the department could receive automatic assistance from the cities of Westminster, Huntington

Beach and Fountain Valley. This mutual aid pact greatly increases fire control service by not only increasing the number of available men and units, but greatly shortening response time. However, it should be noted that in time of a general disaster affecting all the communities, Seal Beach would have to rely on its own resources.

The location of water lines, fire stations and equipment defines the basic fire protection of any area. Most areas in Seal Beach are served by a response time of three minutes. The response time standard of five minutes is not exceeded anywhere in the City.

Certain areas of the City present a greater fire hazard potential than others:

1. The dense concentration of multi-story units in the Surfside area present problems with access for fire control vehicles and a greater potential for the spread of fire.
2. The houses concentrated along Seal Way adjacent to the coast suffer from the same fire control handicaps.
3. The dwellings abutting the narrow streets in the Coastal District where parking is allowed on both sides of the street. The narrow streets create access difficulties for fire control vehicles. This area is bounded by Electric Avenue, 12th Street, Pacific Coast Highway and Seal Beach Boulevard. This same type of congestion is also experienced on Dolphin Avenue and Marine Avenue.

If fires develop after major earthquake activity creating severe surface displacement, the water mains in Seal Beach Boulevard and in the Department of Water and Power private road could rupture to severely restrict the water supply for fire suppression.

FLOOD HAZARD

Western Orange County is located on a portion of a large coastal plain that extends north and west from the base of the Santa Ana Mountains. This broad expanse of land includes the lower drainage basins of the San Gabriel River. The coastal plain fed by the flow of this river has flooded in the past prior to improvement of the river banks.

In December of 1974 the City experienced rainfall equalling or exceeding a 100-year rainstorm. The high intensity rainfall caused inundation of about 100 residences in a small area of the Coastal District near Electric Avenue and Seal Beach Boulevard. A new storm drain will be constructed under Electric Avenue this summer. This new drain will reduce future flooding problems in this area.

An overflow from the San Gabriel River, the Santa Ana River or high waves from the ocean could flood homes in the city particularly in the Coastal District. However, it is difficult to determine or predict what flooding would occur from these sources. Owners of residences along the low lying beach area are encouraged to purchase Federal flood insurance.

PART III

RISK

There is some risk involved in almost any human activity. The basic objective is to reduce the loss of life and property damage in the event of a seismic, flood or fire hazard to an acceptable level. Since it is not possible nor practical to eliminate all risk to life and property, each community must decide what it can spend to minimize the hazard to attain a level of risk it is willing to accept.

The acceptable risk is usually inversely proportional to the amount of money that is spent on a facility to reduce the hazardous condition. The risk of damage to future and existing structures is reduced if more money is spent to minimize the hazard.

The following general guidelines should serve as a guide for future decision-making:

1. Emergency services and public utilities required to provide emergency services during disasters should be very hazard resistant. These include hospitals, medical clinics, fire and police stations, power plants, water and sewerage facilities, telephone lines, electrical lines, major highways, dams, reservoirs, etc.
2. Structures of involuntary use, i.e. nursing homes, convalescent homes, schools, etc., and high occupancy buildings such as large office buildings, theaters, large industrial and shopping centers, etc., should be hazard resistant.
3. Smaller buildings, apartments and single family residences should be less hazard resistant than the types of uses described above.
4. Small buildings housing equipment, supplies, etc. need be least resistant to hazards.

PART IV

IMPLEMENTATION POLICIES

It is the intent of the Safety Element to minimize risk to critical facilities, structures of involuntary use and high occupancy buildings. The following recommendations reflect this intent as well as the direction set by the goals and objectives in Part I.

SEISMIC HAZARD REDUCTION

1. The Alquist-Priolo Geologic Hazards Zone Act requires the State Geologist to prepare maps showing special study zones along active earthquake faults and to develop criteria for evaluating construction within these zones. With the inclusion of the Newport-Inglewood Fault in the Act, portions of Seal Beach will be included in the special studies zone. Once the studies have been completed, the following provisions should be adopted by the City.
 - A. No structure for human occupancy shall be permitted to be placed across a known active fault. Furthermore, the area within fifty (50) feet of an active fault shall be assumed to be underlain by active branches of that fault unless and until proven otherwise by an appropriate geologic investigation and submission of a report by a geologist registered in the State of California.
 - B. Applications for all developments and structures for human occupancy within fifty (50) feet shall be accompanied by a geologic report prepared by a geologist registered in the State of California, and directed to the problem of potential surface fault displacement through the site, unless such studies are waived pursuant to Section 2623 of the Alquist-Priolo Act.
 - C. One (1) copy of all such geologic reports shall be filed with the State Geologist.
 - D. The requirements for a geologic report may be satisfied for a one or two family residence if, in the judgment of technically qualified City and County Personnel, sufficient information is available from previous geological reports in the same area.
2. Require geologic investigations as required by the building code.
3. Continue to implement the latest Uniform Building Code.
4. Identify which, if any, of the following structures or facilities present an unacceptable risk due to seismic hazard:
 - A. Critical structures and facilities (e.q., Fire station, utilities)
 - B. Structures subject to involuntary use (e.q., hospitals, rest homes)

and require rehabilitation of private unsafe structures through implementation of the Uniform Building Code.

FLOOD HAZARD REDUCTION

The City will attempt to mitigate the flood hazards by:

1. Encouraging construction of the protection devices needed to protect the San Gabriel and Santa Ana watersheds.
2. Improve critical facilities flood resistance in flood hazard areas where practical, and restrict construction of such facilities in known hazard areas unless absolutely necessary.
3. Maintain and periodically update flood disaster preparedness plans.

FIRE HAZARD REDUCTION

1. Continued use of the "Mutual Aid" agreement with bordering cities.
2. Continue to implement zoning, building and parking regulations that insure adequate access to all areas of the city.
3. Require effective structural fire prevention systems to be installed in all high risk structures.
4. Provide adequate supplies of all materials needed to make repairs to water lines which may be damaged by seismic activity.

DISASTER EMERGENCY PLAN

Revise and update the City Emergency Disaster Plan (with its present civil defense emphasis) to include explicit operational procedures to deal with major flood, fire and seismic disasters.

1. That interdepartmental emergency coordination procedures be developed and reviewed by all city department heads. Such procedures should include provision for adequate emergency water resources and evacuation routes.
2. That such procedures be adopted as part of the normal operations and tested annually to learn any weaknesses.
3. That all city employees be informed of disaster plan operations and their responsibilities in time of a disaster.

NOISE ELEMENT

Prepared by
City of Seal Beach Planning Department
and
Bio-Acoustical Engineering

Summer, 1975

RESOLUTION NUMBER 2467

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEAL BEACH ADOPTING A NOISE ELEMENT TO THE GENERAL PLAN OF THE CITY OF SEAL BEACH.

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREDY RESOLVE:

WHEREAS, California Government Code Section 65302 (g) requires that cities adopt noise elements to their General Plans; and

WHEREAS, the consulting firm of Bio Acoustical Engineering and the City's Planning Department have prepared a proposed Noise Element; and

WHEREAS, the City's Planning Commission held a study session with interested residents to obtain their input; and

WHEREAS, the Planning Commission of the City of Seal Beach held a public hearing on the proposed Noise Element on July 16, 1975; and

WHEREAS, the Planning Commission of the City of Seal Beach adopted the Noise Element by Resolution Number 935 and recommended that the City Council adopt said Element; and

WHEREAS, the City Council held a public hearing on the proposed Noise Element on August 11, 1975;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt a Noise Element to the General Plan attached hereto and made a part hereof.

PASSED, APPROVED and ADOPTED by the City Council of the City of Seal Beach, California, at a meeting thereof held on the 11th day of August, 1975, by the following vote:

AYES: Councilmembers

Barton Blackman, Holden, McKenna, Sales

NOES: Councilmembers

None

ABSENT: Councilmembers

None

[Signature]
Mayor

ATTEST:

[Signature]
City Clerk

I, [Signature], City Clerk of the City of Seal Beach, do hereby certify that the foregoing is a true and correct copy of

Resolution #2467

NOISE ELEMENT: SUMMARY OUTLINE

I. Introduction

- Noise Sources
- Authority for Element
- Intent

II. Goals and Objectives

- Goals
- Objectives

III. Noise Source Identification and Potential Noise Impact Assessment for Seal Beach

- Noise Rating Schemes
- Existing Noise Environment
- Estimates of Future Noise Environment
- Identification of Potential Noise Impact Areas

IV. Policy Recommendations

V. Appendices

- A. Noise Data Sheets
- B. Noise Effects
- C. Definitions of Noise Terminology

NOISE ELEMENT

INTRODUCTION

It has only been recently that both government and public interests have begun to take a vocal and active concern over the increasing magnitude of noise pollution in our urbanized areas. Although there are disagreements as to just exactly what constitutes noise pollution, the following definition will serve as a point of departure: Noise pollution is the contamination of an acoustical environment by noises (unwanted sounds) which adversely affect people.

One need only close his eyes and listen to discover the causes of noise pollution. Whether sitting in your home listening to the steady hum of an air conditioner, standing outside hearing the fluctuating sound of passing traffic, or having a conversation interrupted by the intermittent noise of a passing aircraft, the sources of urban noises are pervasive. Ultimately, it is the concentration of people combined with an increasing use of technological apparatus that accelerates the noise problem. There are limits to the amount of waste our environment can absorb and assimilate. The diseconomies of motor vehicles, aircraft, appliances, TVs, stereos, etc. are surfacing as the ambient noise level rises.

Noise Sources

Noise surveys conducted throughout the United States over the past 30 years indicate increases of from 10 dB* to 30 dB in newly urbanized areas. The rapid growth of commercial aviation and its use of jet aircraft, the construction of freeways and the popularity of recreational vehicles, and outdoor home appliances have all contributed to the noise increase. Noise sources can be generalized and classified into two categories:

Constant Level Noise Events

Intermittent Single Noise

Constant Level Noise Events

Constant level noise events are those which increase the outdoor noise level above the residual level for a period of time and are generally characteristic of noise levels within a city. A recent survey of four cities and eleven suburban communities measured the Median Noise Level of the areas indicating the ranges of noise levels given in the table below:

- - - - -

* dB = Decibel. Decibels are not linear units like miles or pounds. Rather, they are representative points on a sharply rising or descending curve. Thus, while 10 decibels is 10 times more intense than one decibel, 20 decibels is 100 times more intense (10×10), 30 decibels is 1,000 times more intense ($10 \times 10 \times 10$) and so on. One hundred decibels, therefore, is 10 billion times as intense (that is, represents 10 billion times as much acoustic energy) as one decibel. The reason for such a complicated scale is simply that the human ear detects a wide range of acoustic energy.

	Day	Night
Cities	64-80 dB	55-75 dB
Suburbs	44-59 dB	38-50 dB

Those noise sources responsible for constant level intrusions would include such things as air conditioners and industrial equipment and other sources that emit a constant noise. (See Figure 1)

Intermittent Single Event Noises

Intermittent single event noise raises the outdoor noise level above the residual level for a period of short duration. A variety of noises have been measured yielding a range of maximum noise levels from 100 dBA for a four engine turbofan jet aircraft landing near a residential area, 84 dBA for a garbage truck and 74 dBA for an automobile on a residential street; to 44 dBA for children at play or 60 dBA for a dog barking. (See Figure 2)

It is important to note that the characteristics of a noise in terms of its community acceptability raises more complicated considerations than have been made above. There remains great variation among individuals regarding their sensitivity to noise. Furthermore, a noise which may be considered unacceptable in a residential area may be quite acceptable in an industrial park. Thus, the context and not just the content is important in the determination of noise as 'unwanted' sound.

The noise level we experience daily has increased so gradually that we fail to recognize its danger. It can result in a hearing loss that not only can be a handicap, but what is worse, a hearing loss that cannot be restored. (See Appendix B for the Effects of Noise)

Authority

Government Code Section 65302(g) requires a noise element of all county general plans, as follows:

"A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:

- (1) Highways and freeways,
- (2) Ground rapid transit systems, and
- (3) Ground facilities associated with all airports operating under a permit from the State Department of Aeronautics.

These noise contours may be expressed in any standard acoustical scale which includes both the magnitude of noise and frequency of its occurrence. The recommended scale is sound level A, as

Figure 1

The sounds around us

Source	Percentage
Motor vehicles	55
Aircraft	15
Voices	12
Radio and TV sets	2
Home maintenance equipment	2
Construction	1
Industrial	1
Other noises	6
Not ascertained	8

PERCENT contribution of each source identified by respondents classifying their neighborhood as noisy (72% of 1,200 respondents).

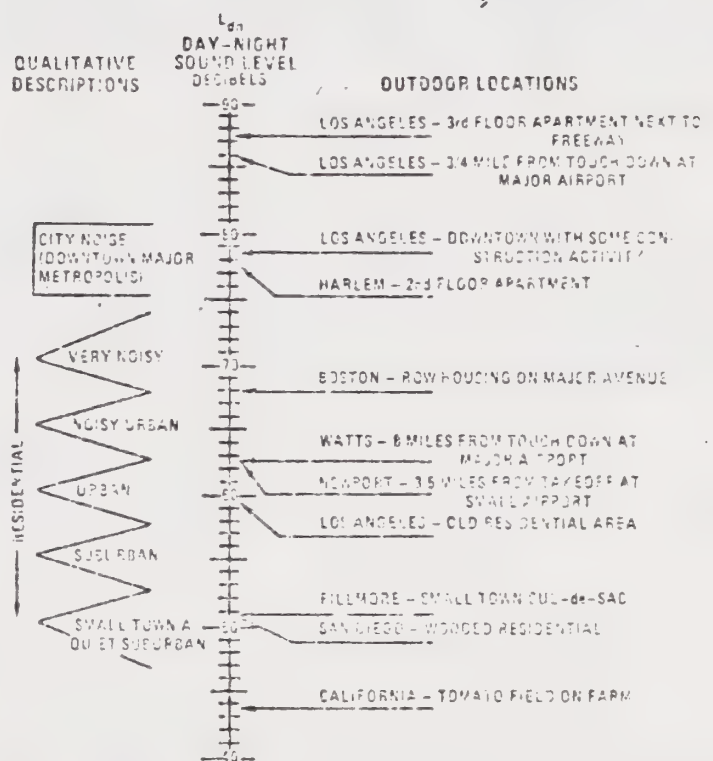
Space	Leq (+)
Small store (1-5 clerks)	60
Large store (more than 5 clerks)	65
Small office (1-2 desks)	58
Medium office (3-10 desks)	63
Large office (more than 10 desks)	67
Miscellaneous business	63

Residences

Typical movement of people — no TV or radio	40-45
Speech at 10 feet, normal voice	55
TV listening at 10 feet, no other activity	55-60
Stereo music	50-70

(+) These measurements were taken over durations typical of the operation of these facilities. Leq = equivalent A-weighted decibels.

EQUIVALENT sound levels in decibels normally occurring inside various places.



OUTDOOR day-night sound level in dB (re 20 micropascals) at various locations.

SPL	Example
190+	Within blast zone of exploding bomb
160-180	Within crew area of heavy artillery piece or naval gun when shooting
140-170	At shooter's ear when firing hand gun
125-130	At child's ear when detonating toy cap or firecracker
120-140	Metal to metal impacts in many industrial processes (e.g., drop-forging; metal-bearing)
110-130	On construction site during pile-driving

SOME typical values of peak sound pressure levels for impulse noise (in dB re 20 micropascals).

NOT EVERYONE STANDS WITHIN EARSHOT OF A BOMB BLAST, but it is interesting to know that the sound-pressure level (SPL) within the blast zone is 190 decibels (dB). The following tabulations are from "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," published by the U. S. Environmental Protection Agency.

FIGURE 2

SINGLE EVENT SOUND LEVELS AND HUMAN RESPONSE

	Level	Response	Hearing Effects
	150		
Carrier Dock Jet Operation	140		
	130	Painfully Loud	
	120	Limit Amplified Speech	
Jet Takeoff (200 feet)	110		
Discotheque Auto Horn (3 feet)	100	Maximum Vocal Effort	
Riveting Machine Jet Takeoff (2,000 feet)	90		
Garbage Truck N.Y. Subway Station	80	Very Annoying	
Heavy Truck (50 feet)	70	Hearing Damage (8 hours)	
Pneumatic Drill (50 feet)	60	Annoying	
Alarm Clock Freight Train (50 feet)	50		
Freeway Traffic (50 feet)	40	Telephone Use Difficult	
Air Conditioning Unit (20 feet)	30	Intrusive	
Light Auto Traffic (100 feet)	20		
Living Room	10	Quiet	
Bedroom	0		
Library			
Soft Whisper (15 feet)		Very Quiet	
Broadcasting Studio			
		Just Audible	
		Threshold of Hearing	

CONTRIBUTION TO HEARING IMPAIRMENT BEGINS

measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.

Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 dBA. For regions involving hospitals, rest homes, long-term medical and mental care, or outdoor recreational areas, the contours shall be continued down to 45 dBA.

Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the general plan.

The state, local or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the general plan a statement of the present and projected noise levels of the facility, and any information that was used in the development of such levels."

Intent

The two major sources of noise pollution in Seal Beach, aircraft and motor vehicle noise, are under the control of the State and Federal governments, respectively. However, although both have prepared standards, they have not been adequately enforced. Their ineffectiveness can be illustrated by the hundreds of lawsuits totaling billions of dollars against airports and the low priority given noise control by the California Highway Patrol. For example, in 1973 the CHP had six two-man noise monitoring teams responsible for 162,303 miles of roadway and 11,980,000 motor vehicles.

Recognizing the jurisdictional limitations of the City in the control of noise, it is the intent of this element to identify the potential noise impact areas in Seal Beach and propose means of reducing unacceptable noise levels which are within the legal jurisdiction of the City.

GOALS AND OBJECTIVES

Goals

Reduce the level of noise, so that it causes less human stress or health damage and is not as likely to interfere with human activities such as sleep, work, play or thought.

Objectives

The identification in quantitative, numerical terms of existing and projected noise levels, noise sources, and noise-sensitive land uses in the City of Seal Beach.

Establishment of appropriate standards and criteria for desirable sound levels and the identification of means available to achieve these sound levels in the City of Seal Beach.

Direction for an implementation program which may be used to achieve and maintain a desirable noise environment.

Maintain the relatively quiet areas of Seal Beach by regulating existing and potential noise sources.

Inform the citizenry of Seal Beach of real and potential noise hazards, both physical and psychological.

NOISE SOURCE IDENTIFICATION AND POTENTIAL NOISE IMPACT ASSESSMENT
FOR SEAL BEACH

The following section consists largely of the technical findings of the consultant, Bio-Acoustical Engineering. It has been divided into four major parts:

1. Noise Rating Schemes.
2. Existing Noise Environment.
3. Estimates of Future Noise Environment.
4. Identification of Potential Noise Impact Areas.

NOISE RATING SCHEMES

The A-weighted or dBA scale on the sound level meter is most often used in the measurement of noise because the weighting characteristics of this scale approximates the subjective response of the human ear to a broad frequency band noise source by discriminating against the very low and the very high frequencies of the audible spectrum.

Since community noise is seldom constant, varying from moment to moment and throughout the day, the dBA noise level needs to be further described to provide meaningful data. The Environmental Protection Agency, Federal Department of Transportation, foreign countries and private consultants are now using three time-exceeded percentile figures to describe noise:

1. L_{90} is the noise level which is exceeded 90% of a time period (such as 24 hours) and is used to describe the background or ambient noise level.
2. L_{50} is the noise level which is exceeded 50% of the time; it is the median level and indicates the average intensity.
3. L_{10} is the noise level which is exceeded 10% of the time and is a good descriptor of fluctuating noise sources such as vehicular traffic since it indicates the near-maximum levels that occur from grouped single events; being related to the subjective annoyance to community noise, it is a good design tool in the planning of acoustical barriers.

More recent noise assessment methods are based on the equivalent energy concept where L_{eq} represents the average energy content in dBA of a fluctuating noise source over a specified period of time such as 8 hours or 24 hours. L_{eq} is further refined into L_{dn} (Level Day-Night) and CNEL (Community Noise Equivalent Level) where noises that occur during certain hours of the day are weighted (or penalized) because they are considered subjectively more annoying during these time periods:

1. L_{dn} is the sound level in dBA which corresponds to the average energy content of the noise being measured over a 24-hour period including a 10 dBA weighting penalty for sound levels which occur during the nighttime hours of 10:00 P.M. to 7:00 A.M. This is a rating scheme recommended by the Environmental Protection Agency because it takes into account those subjectively more annoying noise events which occur during the normal sleeping hours. When L_{10} levels are reported for peak-hour highway vehicular traffic on heavily traveled roadways, L_{dn} can be estimated by subtracting 2 dB from the L_{10} level.

2. CNEL is the sound level in dBA which corresponds to the average energy content of the noise being measured over a 24-hour period including a 3 dBA weighting penalty for noises that occur during the evening hours of 7:00 PM to 10:00 PM plus a 10 dBA penalty for noise events that occur during the nighttime hours of 10:00 to 7:00 AM. For typical highway vehicular traffic situations, computer analysis has shown that CNEL and L_{dn} correlate within 0.5 dBA.

While the percentile figures L_{10} , L_{50} and L_{90} can be directly scaled from a graphical recording of the measured noise, over a particular time period, L_{dn} and CNEL must be computed because of their integrated L_{eq} base and the respective weighted time periods involved. Ideally, the noise at a particular sight would be recorded for a 24-hour period and then computer processed where it would be integrated to obtain L_{eq} and then weighted appropriately to obtain L_{dn} or CNEL. This, however, would be a costly and time consuming process for the many sites involved in a community-wide noise survey. Wyle Laboratories in El Segundo has conducted extensive noise studies of vehicular traffic and has computer analyzed the relationships between traffic flow, vehicular speeds, number of travel lanes, percentage of trucks, median width, etc., and has published data and graphs from which L_{dn} can be computed utilizing known vehicular traffic flow data. The assumption is made that 87% of the average daily traffic volume occurs during the daytime hours of 7:00 AM to 10:00 PM and that the remaining 13% occurs during the nighttime hours of 10:00 PM to 7:00 AM. (If this ratio is altered by $\pm 5\%$ of the ADT, the corresponding change in the computed L_{dn} is less than 1 dB) It is this methodology that was used to obtain the reported L_{dn} 's for the measurement sites in Seal Beach.

EXISTING NOISE ENVIRONMENT

Selection of Sites

In consultation with city planning staff, noise measurement sites were selected to obtain a broad perspective of typical noise emissions throughout the City of Seal Beach. Initial site observations and measurements were taken by the consultant with the intent of identifying and measuring any potentially offensive fixed noise sources as well as mobile noise sources such as vehicular traffic. After this initial phase, some of the original proposed sites were abandoned when field observations indicated that these sites experienced relatively little noise impact, while other areas not previously considered were found to exhibit noise levels worthy of extensive measurement. Noise measurements were made during the early morning hours as well as during the daytime hours to identify any noise sources that might cause interference with sleep. Noise measurements were also conducted during the peak traffic hours (typically 6:00 AM to 7:30 AM and 4:30 PM to 6:00 PM) on those roadways where the traffic volume appreciably increased during these hours.

Measurement Procedure

Acoustical data was recorded utilizing a Bruel and Kjaer 2204S sound level meter with remote microphone and a General Radio 1565-A sound level meter with remote microphone feeding a Bruel and Kjaer 2305 graphic level recorder and Bruel and Kjaer 4420 statistical distribution analyzer. The sound level meters (SLM) were operated in the A-weighted, slow mode and the graphic level recorder was set to a writing speed of 16mm/sec. to correspond to the "slow" response of the sound level meters. The level recorder and statistical distribution analyzer were operated from a 110 volt A.C. source provided by a Terado 240 watt D.C. to A.C. converter mounted in the testing vehicle. The system was calibrated after every two hour period of noise measurements with a Bruel and Kjaer 4230 acoustic calibrator; any calibration drift observed was less than 0.5 dB.

Each measurement sample was of 15 minutes duration except for a few readings where the noise level was constant. The resulting chart recordings were cut to fit 8½" x 11" data pages. The recordings on the data sheets represent approximately 11 to 13 minutes of actual noise measurements with major noise sources identified (the chart speed for all the measurements was 0.3 mm/sec).

The cumulative distribution data for each site measurement was plotted on a graph to extract the statistical percentiles of L₁₀, L₅₀ and L₉₀.

The L_{dn} levels were calculated from the ADTs (Average Daily Traffic) provided by the Orange County Road Department's 1974 traffic census utilizing the methodology outlined in the Wyle Laboratories Research Report WCR73-8, "Development of Ground Transportation Systems Noise Contours for the San Diego Region." A more current traffic census will be available in the fall of 1975, but it is not expected that any significant increase in traffic volume will be noted over that provided by the 1974 census. Even if there were an increase, it would take a doubling of the present volume to raise the reported noise levels by 3 dBA.

L_{dn} levels associated with ADTs below 10,000 were not reported because of ambiguity resulting from the utilization of extrapolated data. Also, in a few cases, L₁₀ and L₉₀ levels were not reported because the spread between maximum and minimum noise levels recorded at the site was within 5 or 6 dBA, making the determination of these percentile figures irrelevant.

Some of the data sheets do not have plotted percentile curves because the relatively steady state of the noise levels at the site did not permit taking useful data on the statistical distribution analyzer. Reported noise levels in these cases were derived manually from the chart recordings.

The NLT abbreviation which often appears in the Measurement Location block of the data sheets means Nearest Lane of Traffic.

Measurement Data

The consultant, Bio-Acoustical Engineering, conducted a total of 47 measurement samples at 38 different sites throughout the City of Seal Beach. (See Appendix A for Chart Recordings) The measurement data has been compiled in summary fashion with each site cross-referenced to its location on a 100'=1" scale map which has been cut into 8½ by 11 sections and included in the text.

In addition, the map sections also indicate existing motor vehicle noise contours. These contours were derived from the computed L_{dn} data utilizing traffic volumes supplied by the Orange County Road Department. The contour lines can be considered only approximations of the actual geographical locations, since the complex effects on sound propagation due to various land forms, man-made structures and atmospheric disturbances could not be considered in the formulation of the contours. The contours serve primarily as graphic guidelines to assist in the identification of areas subject to noise impact. They are most useful in formulating strategies for noise control and abatement. Although they can be used to indicate areas where specific noise measurements may be necessary, they cannot substitute for such measures.

The NAS Los Alamitos contour map represents contours developed by the Orange County Airport Land Use Commission based on helicopter operation data provided by the U. S. Army Environmental Hygiene Agency.

SITE	LOCATION	DATE	TIME	Noise Level (dBA)			
				L ₁₀	L ₅₀	L ₉₀	L _{dn} (CNEL)
1	Public park in Bridgeport	5/9/75	3:46 PM	--	63	--	65
1	Public park in Bridgeport	5/14/75	5:40 AM	--	54	--	65
1	Public park in Bridgeport	5/14/75	5:58 AM	--	59	--	65
2	Pacific Coast Highway at 12th Street	5/8/75	11:09 AM	65	58	51	71
2A	Landing Avenue and 12th Street	5/8/75	11:45 AM	64	52	45	--
3	Bolsa Avenue near McGaugh School	5/8/75	noon	62	55	48	61
3A	Seal Beach Boulevard near Bolsa Avenue	5/8/75	12:25 PM	70	65	62	68
4	Intersection of Pacific Coast Highway and Seal Beach Boulevard	5/9/75	4:14 PM	74	67	61	74
5	Pacific Coast Highway and Phillips Street	5/6/75	6:00 PM	72	69	62	73
6	Westminster Avenue and Seal Beach Boulevard	5/13/75	5:17 PM	72	66	63	71
7	Leisure World, Canoe Brook Drive	5/14/75	4:12 AM	--	58	--	65
7A	Leisure World, El Dorado Drive and Knollwood Road	5/13/75	5:01 PM	--	62	--	65
8	Orange County Library, Leisure World	5/5/75	5:34 PM	69	65	61	67
8A	Beverly Manor Drive, adjacent to freeway	5/5/75	5:14 PM	74	71	--	74
8A	Beverly Manor Drive, adjacent to freeway	5/14/75	6:40 AM	76	73	69	74
9	Beverly Manor Drive at Beverly Manor Hospital	5/5/75	4:52 PM	76	74	--	77
9	Beverly Manor Drive at Beverly Manor Hospital	5/14/75	4:48 AM	73	63	58	77
9	Beverly Manor Drive at Beverly Manor Hospital	5/14/75	6:20 AM	78	74	71	77
10	College Park West at north end of Harvard Lane	5/14/75	7:51 AM	62	60	57	--
10	College Park West at north end of Harvard Lane	6/30/75	5:00 PM	64	61	59	--
11	Seal Beach Boulevard, north of San Diego Freeway intersection	5/7/75	5:38 PM	74	67	63	71
12	Gunnery Park	5/6/75	2:58 PM	75	73	71	75
12	Gunnery Park	5/14/75	7:07 AM	69	66	63	75

SITE	LOCATION	DATE	TIME	Noise Level (dBA)			
				L ₁₀	L ₅₀	L ₉₀	L _{dn} (CNEL)
13	Almond Avenue and Oleander Street	5/6/75	3:39 PM	73	70	69	73
14	Heather Park	5/7/75	2:22 PM	67	58	52	--
15	Ocean Avenue between 10th Street and Main Street	5/8/75	2:14 PM	63	56	50	--
15A	Ocean Avenue (curbside) between 10th Street and Main Street	5/18/75	2:45 PM	73	67	64	--
16	Ocean	5/18/75	1:55 PM	68	63	57	--
17	5th Street and Central Avenue	5/18/75	2:15 PM	67	57	52	--
18	Electric Avenue and Marina Drive	5/9/75	3:27 PM	68	62	58	--
19	Pacific Coast Highway between 14th Street and 15th Street	5/6/75	5:36 PM	72	69	62	71
19	Pacific Coast Highway between 14th Street and 15th Street	5/18/75	3:05 PM	74	68	61	71
20	Bolsa Avenue near Balboa Drive	5/22/75	3:22 PM	68	61	55	62
21	Pacific Coast Highway at 1st Street	5/13/75	6:01 PM	72	67	60	72
22	Catalina Avenue and Balboa Drive	5/22/75	4:40 PM	67	56	49	--
23	Seal Beach Boulevard near Forrestal Road	5/22/75	5:15 PM	73	64	54	68
24	Anderson Street, Surfside	5/23/75	9:25 AM	62	56	51	63
25	Westminster Avenue at city west boundary	5/13/75	5:40 PM	72	67	60	70
26	Leisure World at St. Andrews Drive and Tam O'Shanter Road	5/23/75	10:05 AM	63	58	52	--
27	Seal Beach Boulevard at St. Cloud Drive	5/6/75	4:36 PM	71	66	62	69
27A	Montecito Road at Copa De Oro Drive	5/6/75	4:16 PM	64	60	56	--
28	Lampson Avenue at Candleberry Avenue	6/3/75	4:30 PM	72	62	56	66
29	Fuchsia Street and Candleberry Avenue	5/23/75	10:38 AM	61	55	51	--
30	College Park Drive at Loyola Plaza	5/14/75	7:30 AM	67	65	63	68

SITE	LOCATION	DATE	TIME	Noise Level (dBA)			
				L ₁₀	L ₅₀	L ₉₀	L _{dn} (CNEL)
31	Leisure World at Nassau Drive and Oak Hills Drive	5/13/75	4:37 PM	63	60	58	65
32	Westminster Avenue and Bolsa Chica Road	5/22/75	1:50 PM	69	63	57	68
33	Bolsa Chica Road, near Argosy Street	5/22/75	2:45 PM	72	64	56	69
34	Edinger Avenue, 500 feet west of Bolsa Chica Road	5/22/75	2:15 PM	70	61	53	67

AT
LOS ALAMITOS

AT

LOS ALAMITOS

CITY OF LOS ALAMITOS 14

CITY OF SEAL BEACH

OLD RANCH.
COUNTRY CLUB
CNEL

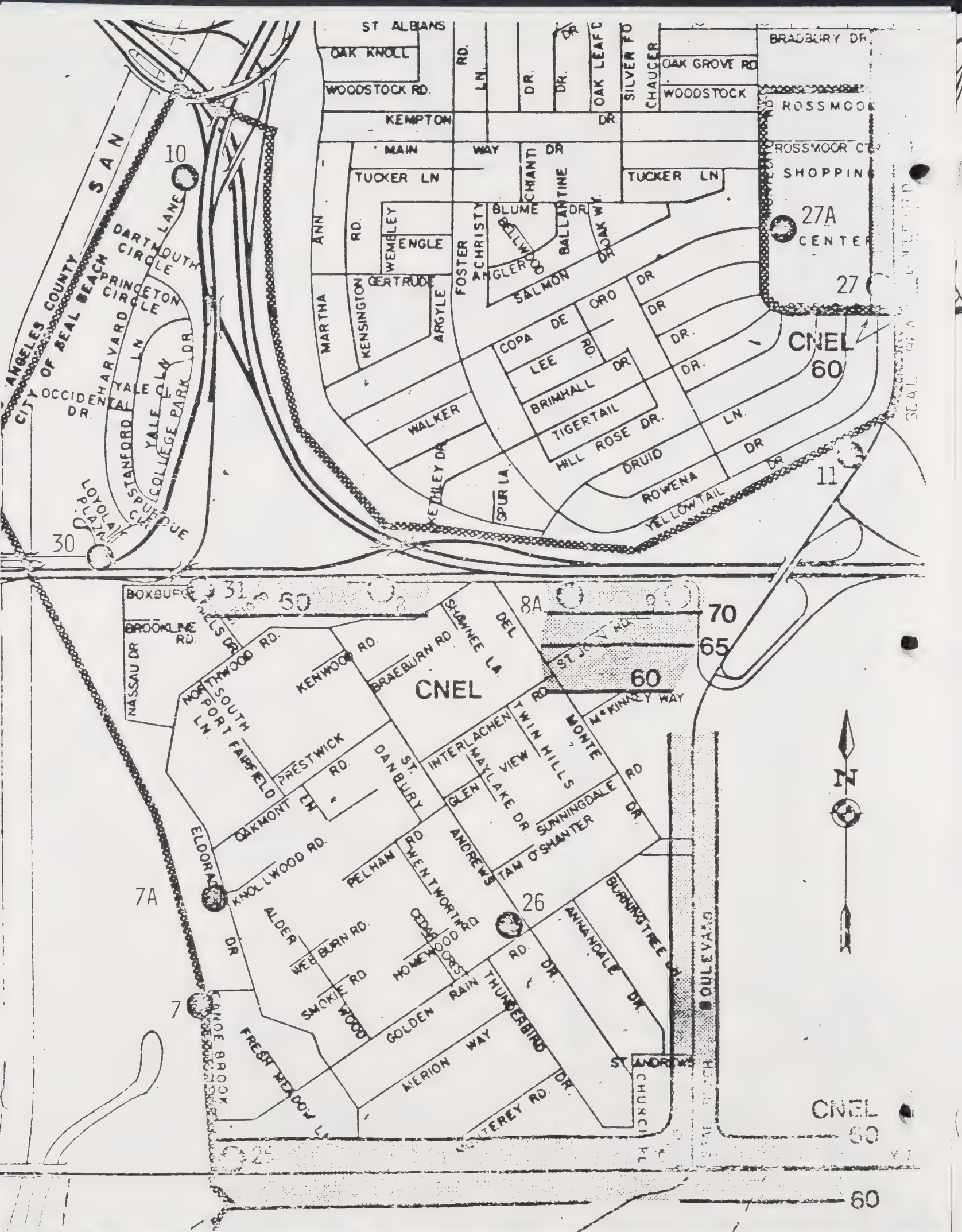
60

65

70

SAN DIEGO - GARDEN GROVE FREEWAY

[illegible]

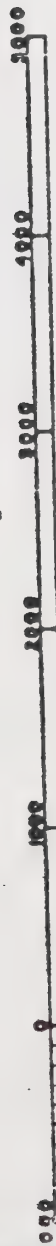


U. S. NAVAL



CITY OF SEAL BEACH
CITY OF WESTMINSTER

RANCHO AVE.



CNEL

60

NS TER

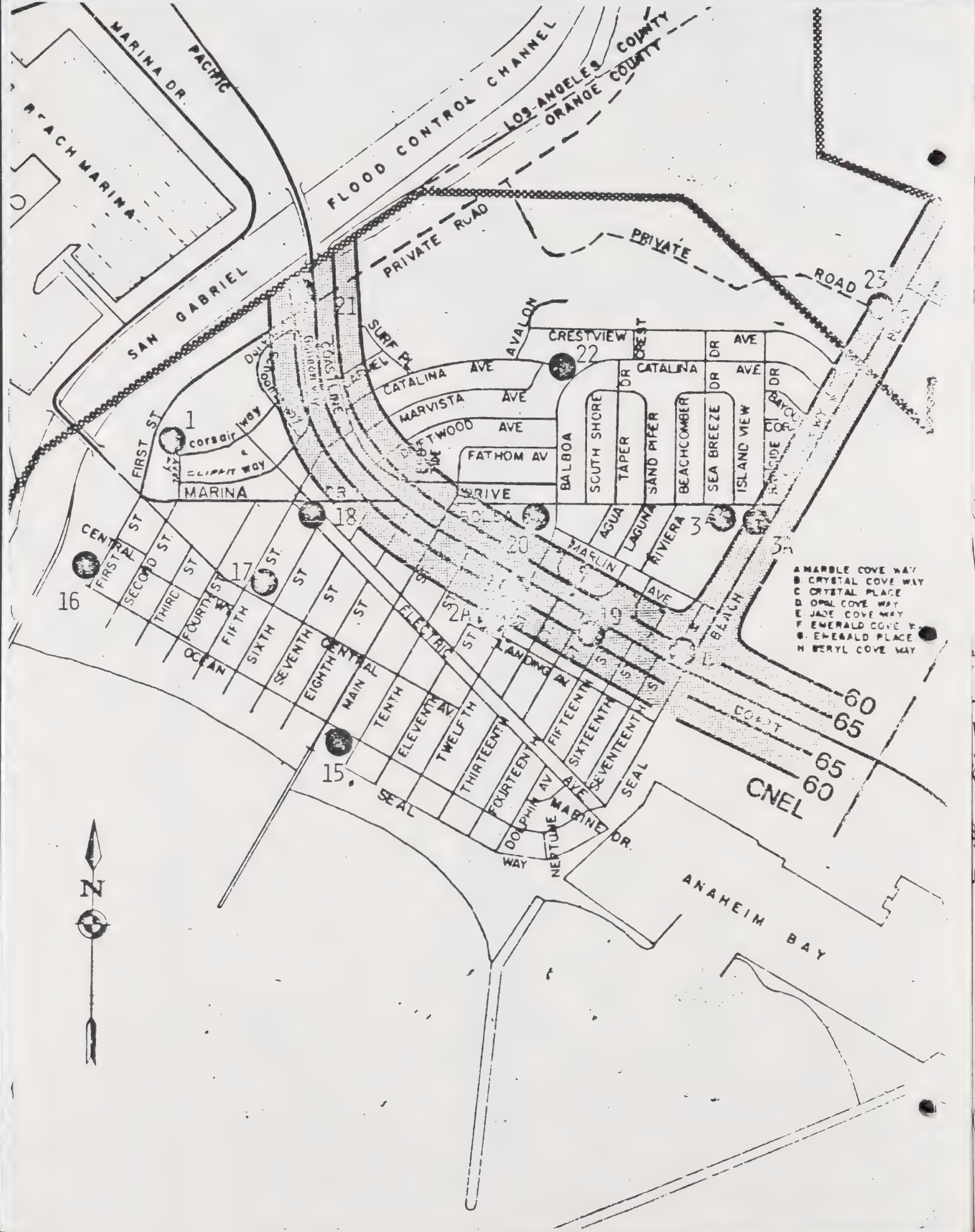
AVE

60

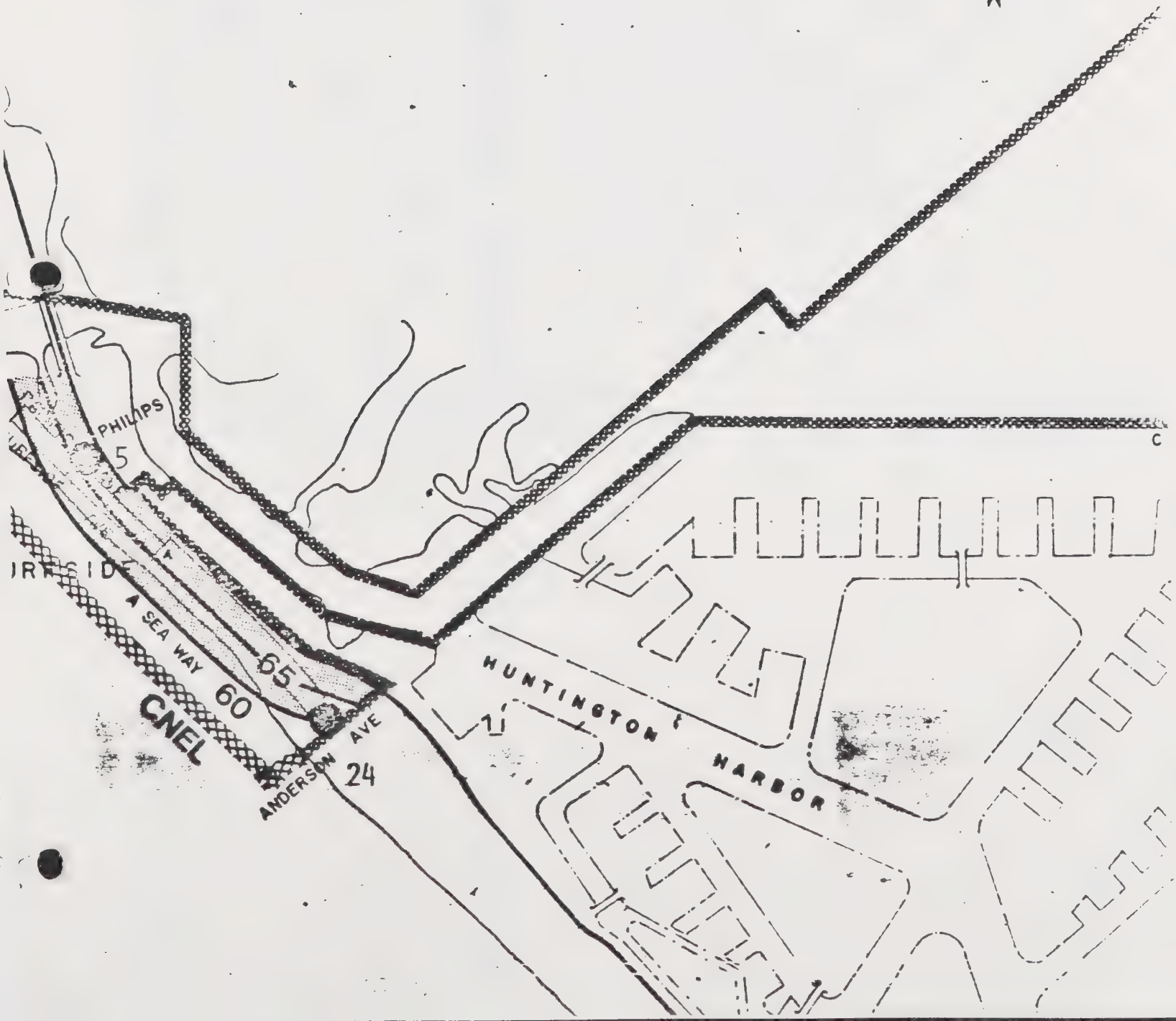
32

WEAPONS





STATION



BOLSA AVE



33

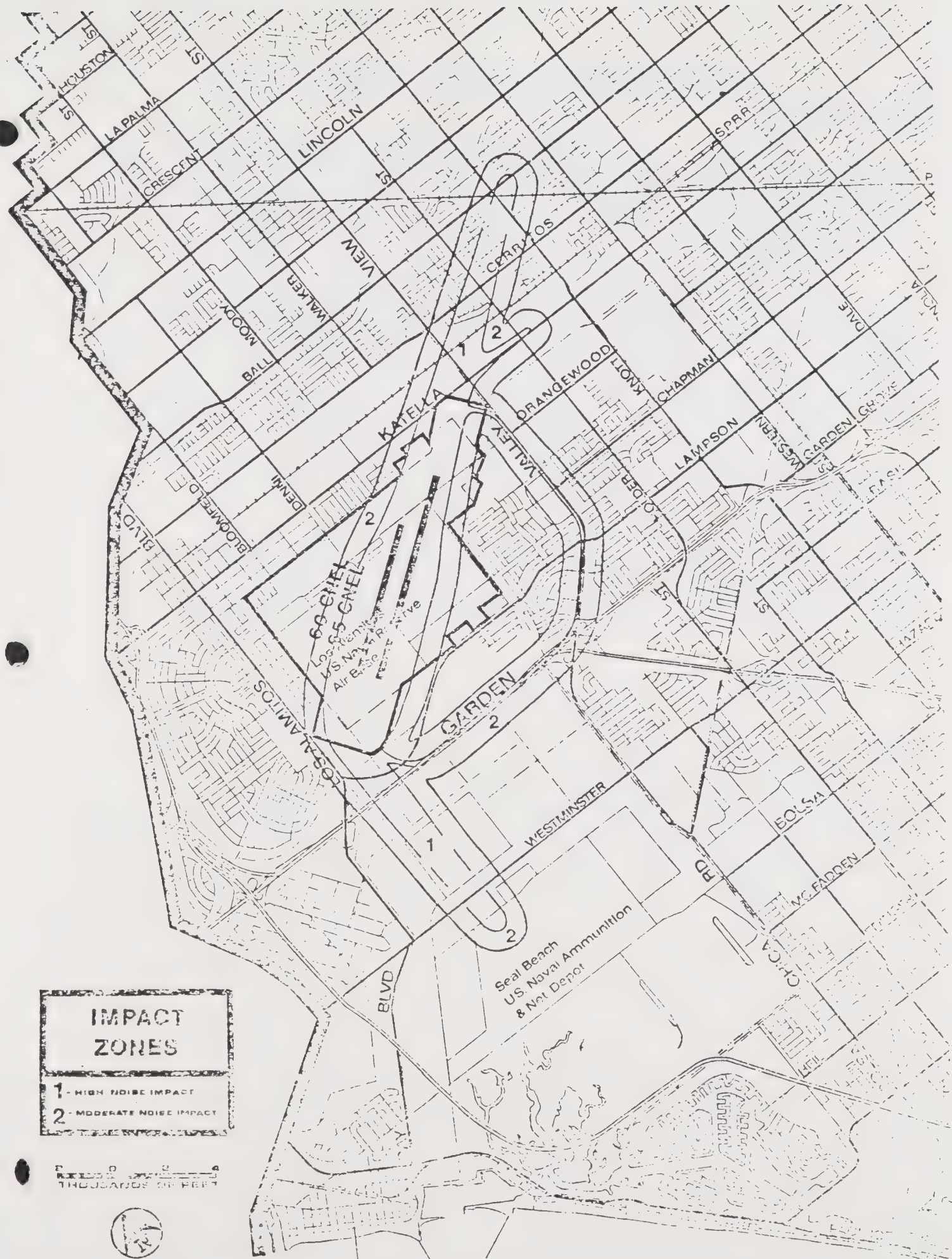
34

TY OF SEAL BEACH
OF HUNTINGTON BEACH

EDINGER AVE.

LSA CHICA AVE.





IMPACT ZONES

1 - HIGH NOISE IMPACT

2 - MODERATE NOISE IMPACT

0 1 2 3 4 5
THOUSANDS OF FEET



ESTIMATES OF THE FUTURE NOISE ENVIRONMENT

Roadway Noise

The California Vehicle Code Section 27160 lists maximum noise emissions permitted for new motor vehicles (automobiles, motorcycles and trucks) through 1937. Using these standards it is estimated that the noise output level of automobiles will be decreased by a minimum of 3 dBA in 1995.

However, the major noise generator on highways is diesel trucks. They are generally 10 dBA noisier than automobiles. The application of current state-of-the-art noise control technology could result in a reduction of 15 to 20 dBA per vehicle by 1995, assuming the propulsion systems remain basically the same. Although tire noise at higher speeds (greater than 50 mph) may limit the reduction, it is reasonable to assume that the noise emissions of a diesel truck will be reduced 10 dBA by 1995.

Recognizing the future noise reduction for both automobiles, motorcycles and trucks, if a conservative overall noise reduction of 3 dBA were assumed for highway noise in 1995, it would take over twice as much traffic as there is today to increase noise levels above what they are presently. Roadways such as the San Diego Freeway (210,000 ADT) and Pacific Coast Highway (36,000 ADT) are already approaching their maximum useful capacities and thus a 100% increase in traffic would be impossible. In effect then, by 1995 even with maximum traffic volumes, noise emission from highways should be less than they are at present.

Airport Noise

The present CNEL contours associated with NAS Los Alamitos were developed on the basis of 144,000 helicopter operations per year. This volume is much greater than the present level of operations. At present there are no plans to restore fixed wing jet aircraft activity. In fact, the military is removing all operational and training activities for jet aircraft away from major urban areas in California and concentrating them in outlying areas such as NAS Fallon and Lemoore. Thus, the contours for NAS Los Alamitos in this element are in reality much closer to the airfield and flight paths than shown and will most likely remain that way for some time.

IDENTIFICATION OF POTENTIAL NOISE IMPACT AREAS

The purpose of this portion of the noise element is to identify those areas where potential noise impacts may exist.

College Park East

Residences in College Park East adjacent to the San Diego-Garden Grove Freeway experience exterior noise levels up to 75 L_{dn}, depending upon their proximity to the vehicular traffic, the variable amount of acoustical shielding provided by the existing six foot block wall along the southern boundary of the tract, and the orientation of the dwellings with respect to the line-of-sight to the vehicular traffic on the freeway.

The replacement of the six foot wall with a higher acoustical barrier could reduce the noise from the vehicular traffic on the freeway to acceptable levels and provide a more comfortable living environment especially for those residents immediately adjacent to the freeway.

Leisure World

The Beverly Manor Convalescent Hospital and residences in the northeast section of Leisure World immediately adjacent to the freeway are exposed to exterior noise levels of up to 70 L_{dn}. However, as the freeway continues to the west, it turns northward and pulls away from Leisure World resulting in much reduced noise levels.

Residences in the vicinity of the western property line of Leisure World are subject to constant exterior noise levels of up to 65 L_{dn} generated by operation of the Haynes Steam Plant.

Downtown Area

The major source of noise to the downtown area of Seal Beach is the vehicular traffic on Pacific Coast Highway. Traffic volumes of up to 36,000 vehicles per day are reported by the Orange County Road Department. This computes to a L_{dn} of 72 dBA at 50 feet from the nearest lane of traffic on either side of Pacific Coast Highway. Thus, the Mary E. Zoeter Elementary School and the residentially zoned parcel on the northwest corner of Seal Beach Boulevard and Pacific Coast Highway are exposed to relatively high vehicular traffic noise levels. In addition, McGaugh Intermediate School at the corner of Bolsa Avenue and Seal Beach Boulevard is a potential impact area due to noise from traffic on Seal Beach Boulevard. An L_{dn} of 68 was computed at a distance of 50 feet from the nearest travel lane on that roadway.

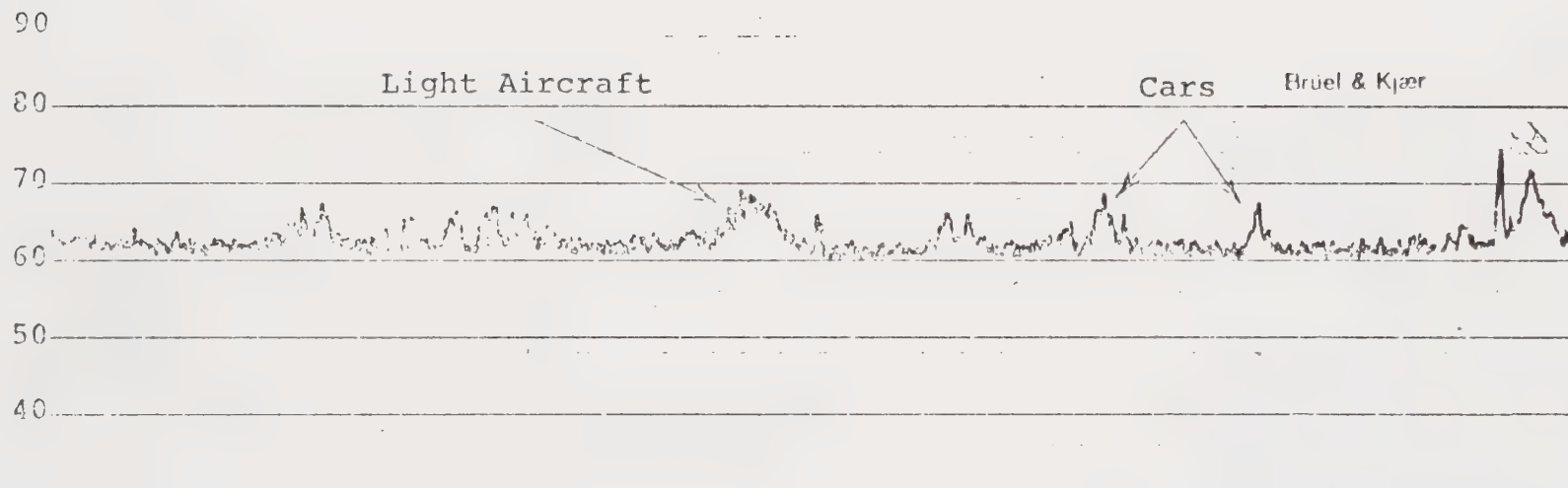
POLICY RECOMMENDATIONS

1. That the City of Seal Beach adopt a noise ordinance to regulate and discourage harmful and unnecessary noise within its boundaries.
2. Demand that local police enforce the State Motor Vehicle Code as it applies to excessive noise.
3. Due to excessive traffic noise exposure from the San Diego Freeway, it is proposed that an acoustical barrier be constructed between the freeway and the College Park East area to reduce the residential noise impact to an acceptable level. A local assessment district should be formed to include the affected residents and help finance such construction. (Note: A separate study is being undertaken to determine the boundaries of such a district.)

APPENDIX A

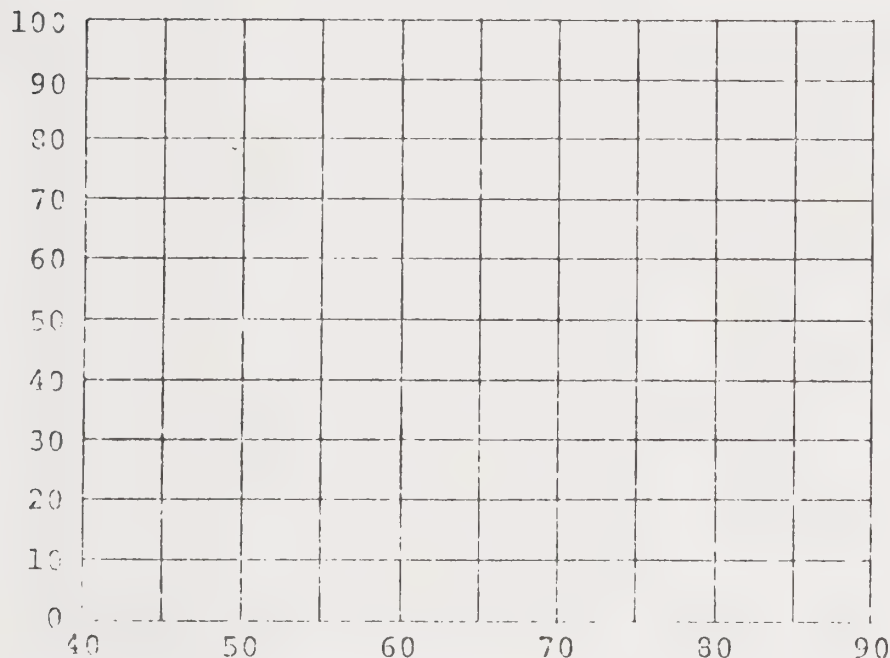
NOISE MEASUREMENT DATA

NOISE LEVEL (dBA)



OP 0102

% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 1

MEASUREMENT LOCATION: At apex of triangular park in Bridgeport Tract, approximately 75 feet southwest of oil processing equipment.

NOISE SOURCE: Combustion noise from oil processing equipment.

IMPACT AREA: None (residences are far enough removed from site).

DATE: 5/9/75

$L_{10} =$

TIME: 3:46 PM

$L_{50} = 63$ dBA

CHART

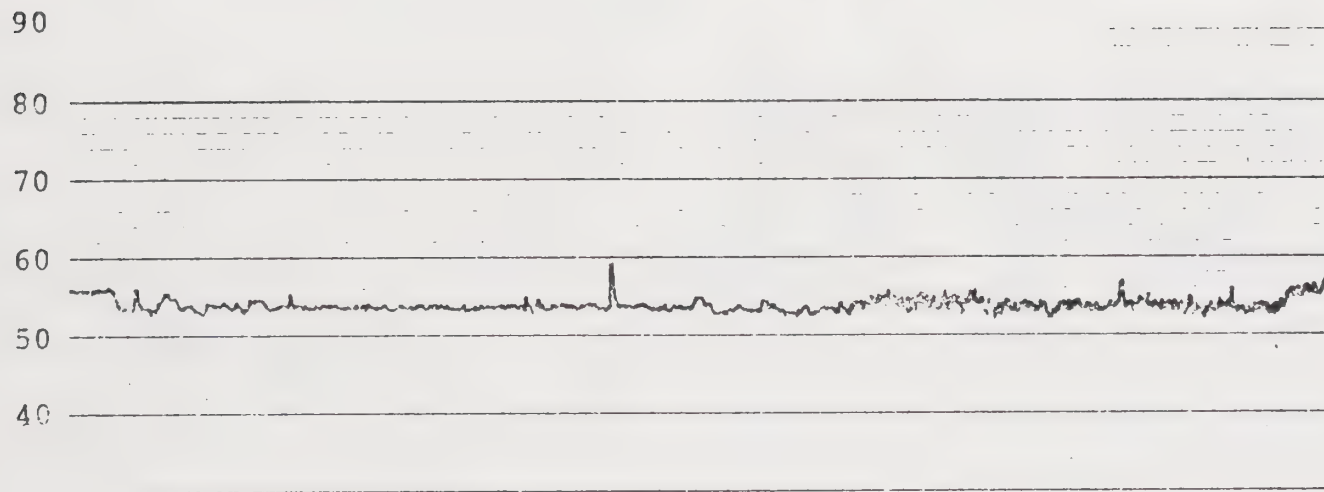
$L_{90} =$

SPEED: 0.3 mm/sec

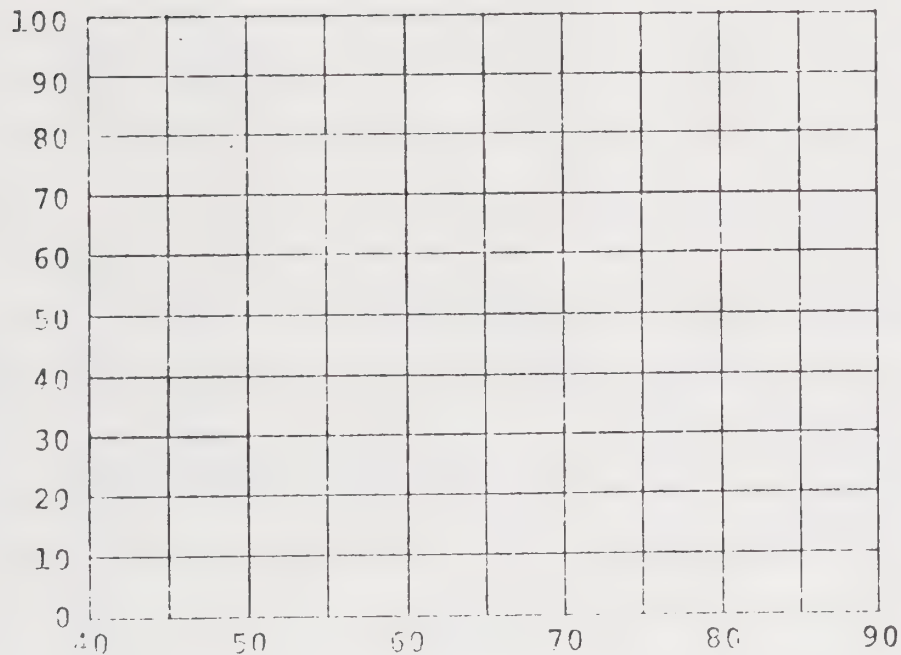
$L_{dn} = 65$ dBA

SHEET _____

NOISE LEVEL (dBA)



% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 1

MEASUREMENT LOCATION: At apex of triangular park in Bridgeport Tract, approximately 75 feet southwest of oil processing equipment.

NOISE SOURCE: Combustion noise from oil processing equipment.

IMPACT AREA: None

DATE: 5/14/75

 $L_{10} =$

TIME: 5:40 AM

 $L_{50} = 54$ dBA

CHART

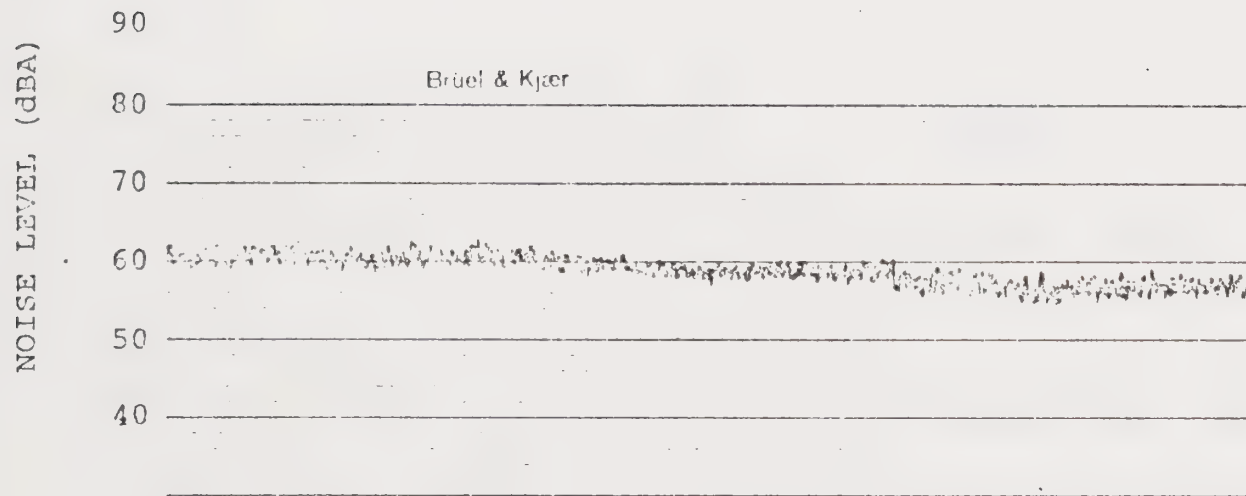
 $L_{90} =$

SPEED: 0.3 mm/sec

 $L_{dn} = 65$ dBA

SHEET _____

BIO-ACOUSTICAL ENGINEERING CORPORATION



QP 0102

SITE: 1

MEASUREMENT LOCATION: At apex of triangular park in Bridgeport Tract, approximately 75 feet southwest of oil processing equipment.

NOISE SOURCE: Combustion noise from oil processing equipment (additional burner was fired up).

IMPACT AREA: None

DATE: 5/14/75

TIME: 5:58 AM

CHART

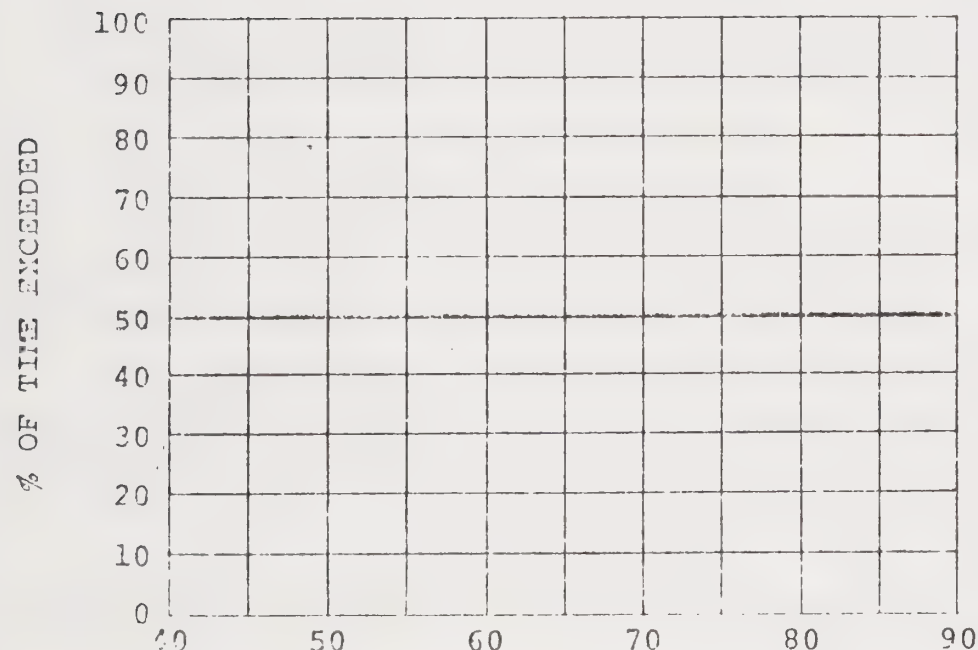
SPEED: 0.3 mm/sec

$L_{10} =$

$L_{50} = 59$ dBA

$L_{90} =$

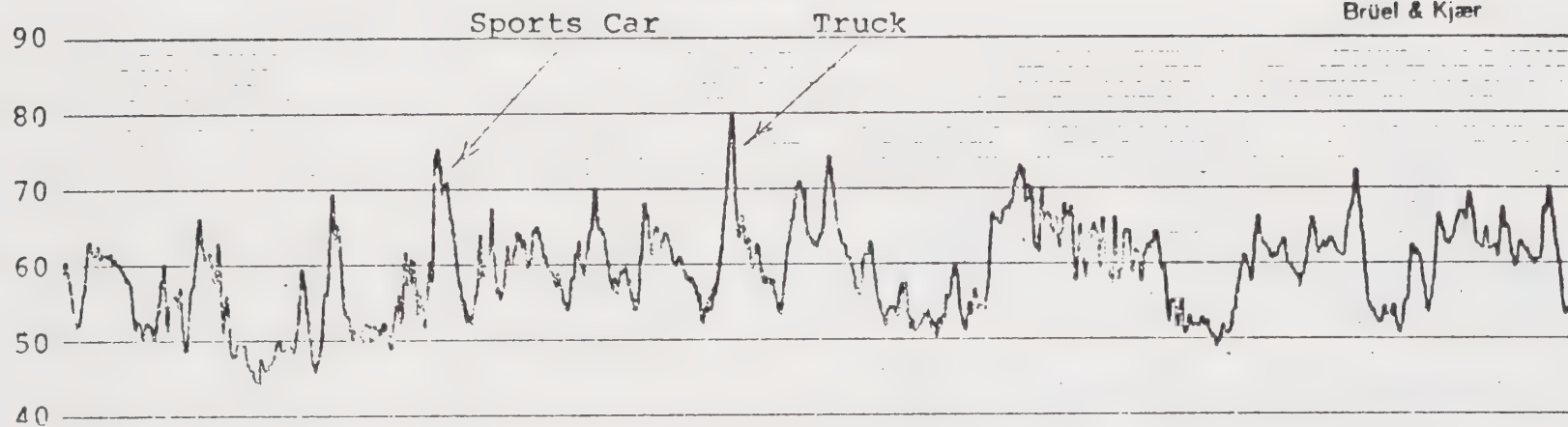
$L_{dn} = 65$ dBA



NOISE LEVEL (dBA)

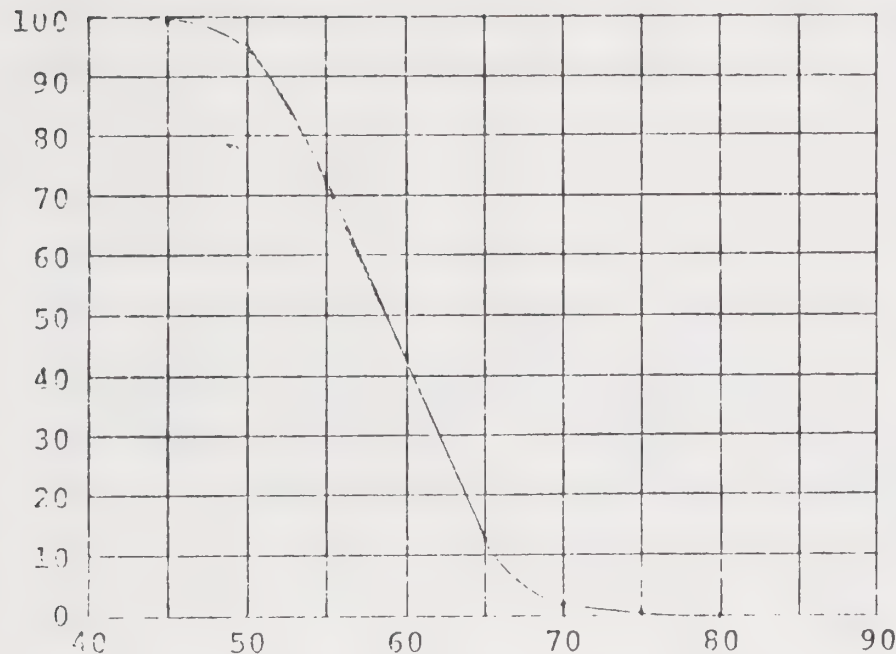
SHEET _____

NOISE LEVEL (dBA)



OP 0102

% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 2

MEASUREMENT LOCATION: At the Mary E. Zoeter Elementary School, 50 feet southwest of the NLT on Pacific Coast Highway, 65 feet northwest of 12th Street.

NOISE SOURCE: Mostly cars, trucks and motorcycles on Pacific Coast Highway.

IMPACT AREA: Mary E. Zoeter Elementary School.

DATE: 5/8/75

TIME: 11:09 AM

CHART

SPEED: 0.3 mm/sec

$L_{10} = 65$ dBA

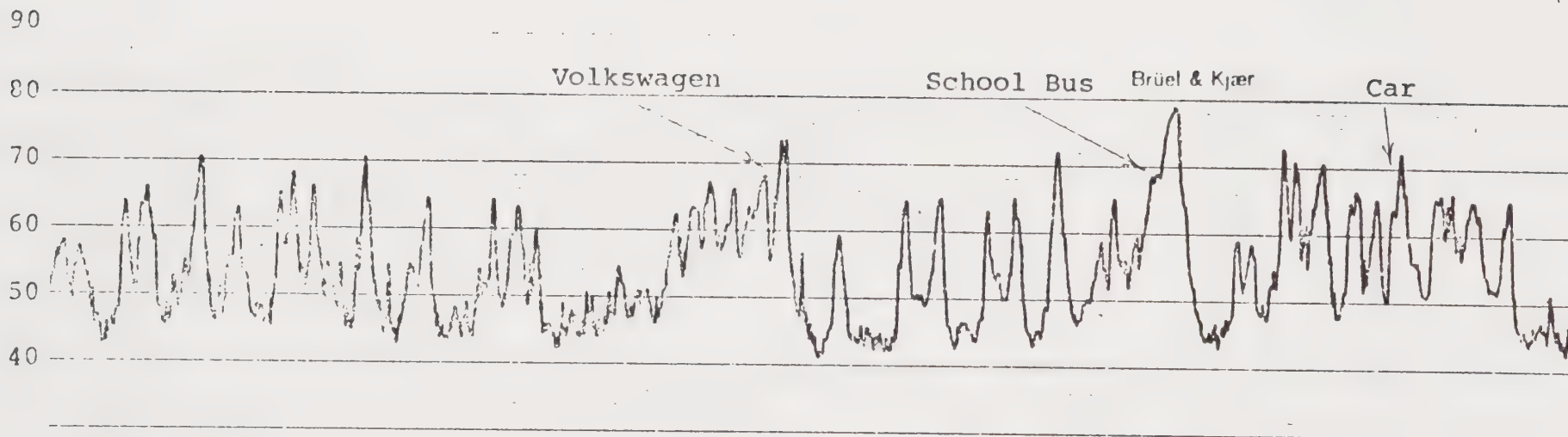
$L_{50} = 58$ dBA

$L_{90} = 51$ dBA

$L_{dn} = 71$ dBA

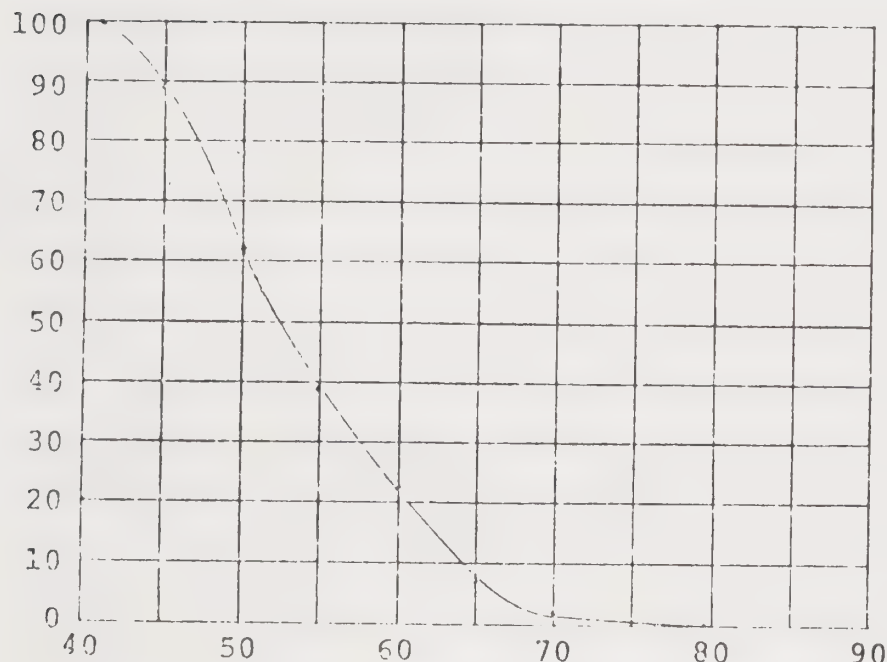
SHEET _____

NOISE LEVEL (dBA)



OP 0102

% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 2A

MEASUREMENT LOCATION: On Landing Avenue, adjacent to Mary E. Zoeter Elementary School, 50 feet northwest of 12th Street.

NOISE SOURCE: Cars on 12th Street.

IMPACT AREA: Elementary School and multiple family residential area southwest of site.

DATE: 5/8/75

$L_{10} = 64$ dBA

TIME: 11:45 AM

$L_{50} = 52$ dBA

CHART

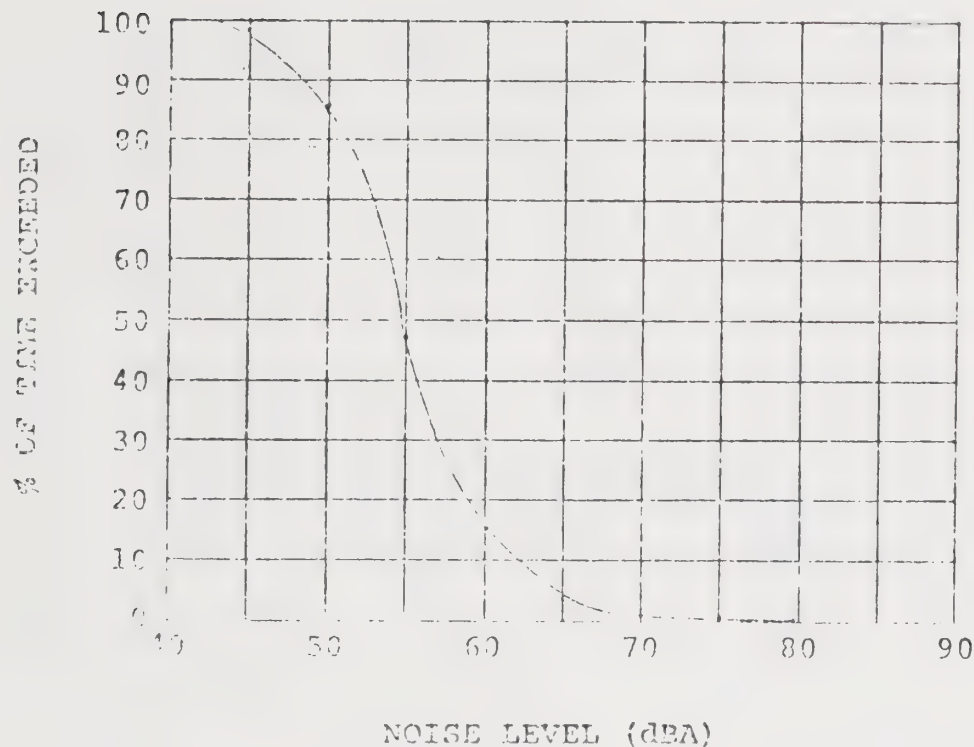
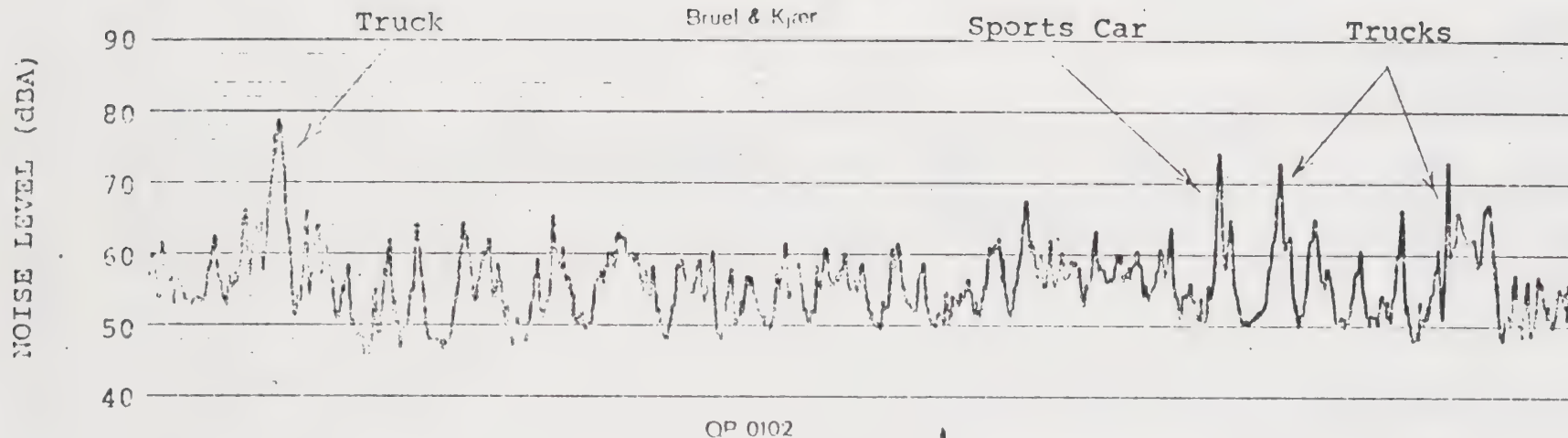
$L_{90} = 45$ dBA

SPEED: 0.3 mm/sec

$L_{dn} =$

SHEET _____

BIO-ACOUSTICAL ENGINEERING CORPORATION



SITE: 3

MEASUREMENT LOCATION: 50 feet south of NLT on Bolsa Avenue, in parking lot of McGaugh Intermediate School.

NOISE SOURCE: Cars, trucks and buses on Bolsa Avenue.

IMPACT AREA: McGaugh Intermediate School and single family residential area north of site.

DATE: 5/8/75

TIME: 12 noon

CHART

SPEED: 0.3 mm/sec

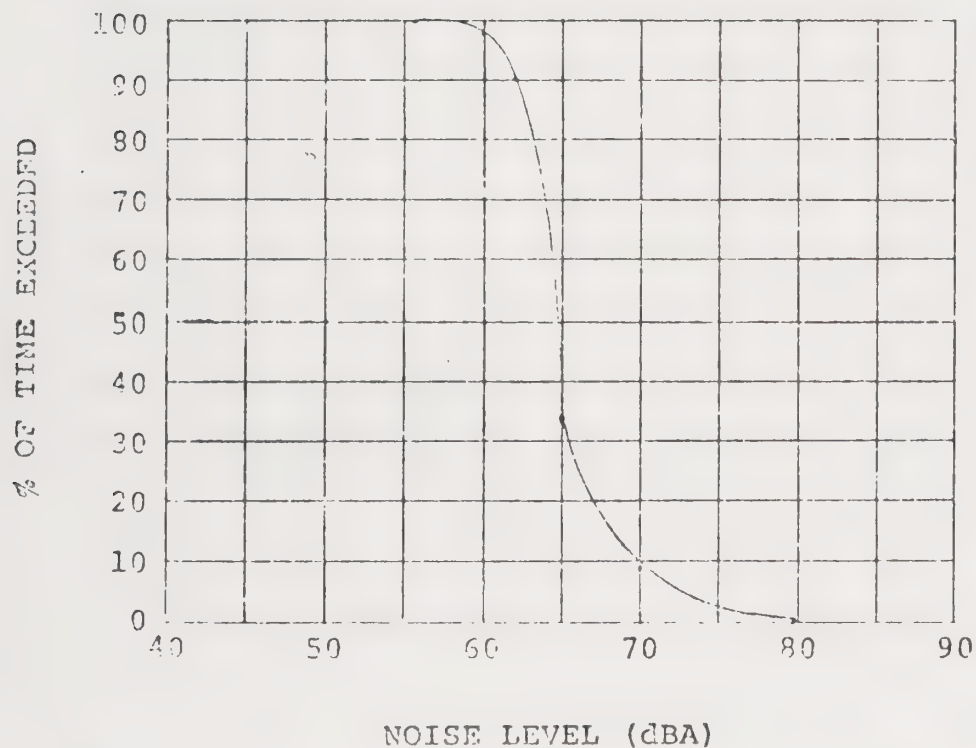
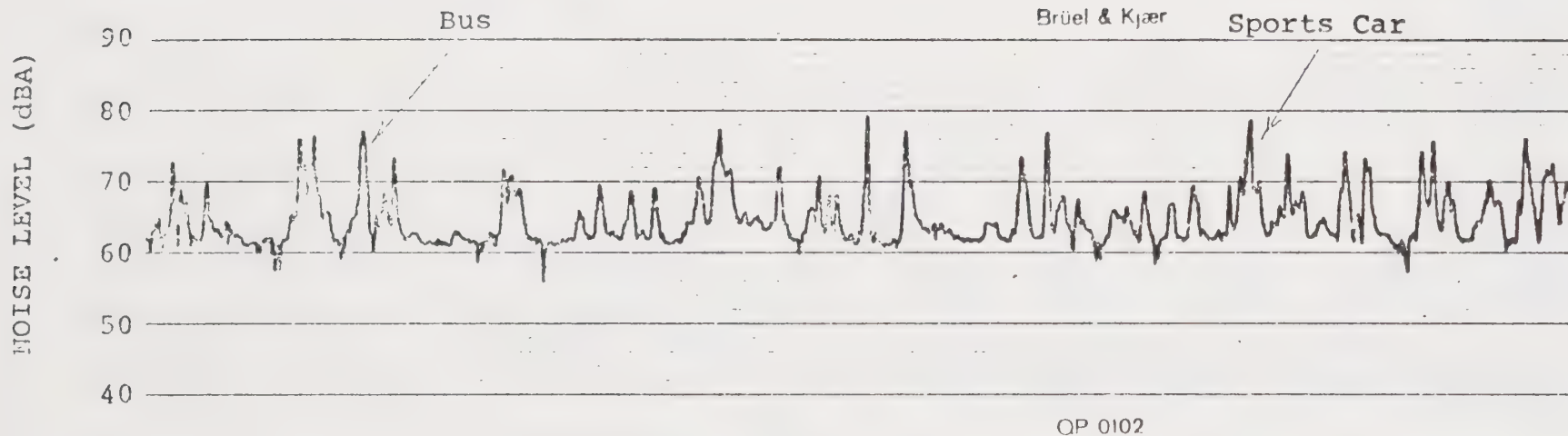
$L_{10} = 62$ dBA

$L_{50} = 55$ dBA

$L_{90} = 48$ dBA

$L_{dn} = 61$ dBA

SHEET _____



SITE: 3A

MEASUREMENT LOCATION: Near McGaugh Intermediate School, 50 feet northwest of NLT on Seal Beach Boulevard, 75 feet southwest of NLT on Bolsa Avenue.

NOISE SOURCE: Mostly cars, motorcycles and buses on Seal Beach Boulevard.

IMPACT AREA: McGaugh Intermediate School.

DATE: 5/8/75

$L_{10} = 70$ dBA

TIME: 12:25 PM

$L_{50} = 65$ dBA

CHART

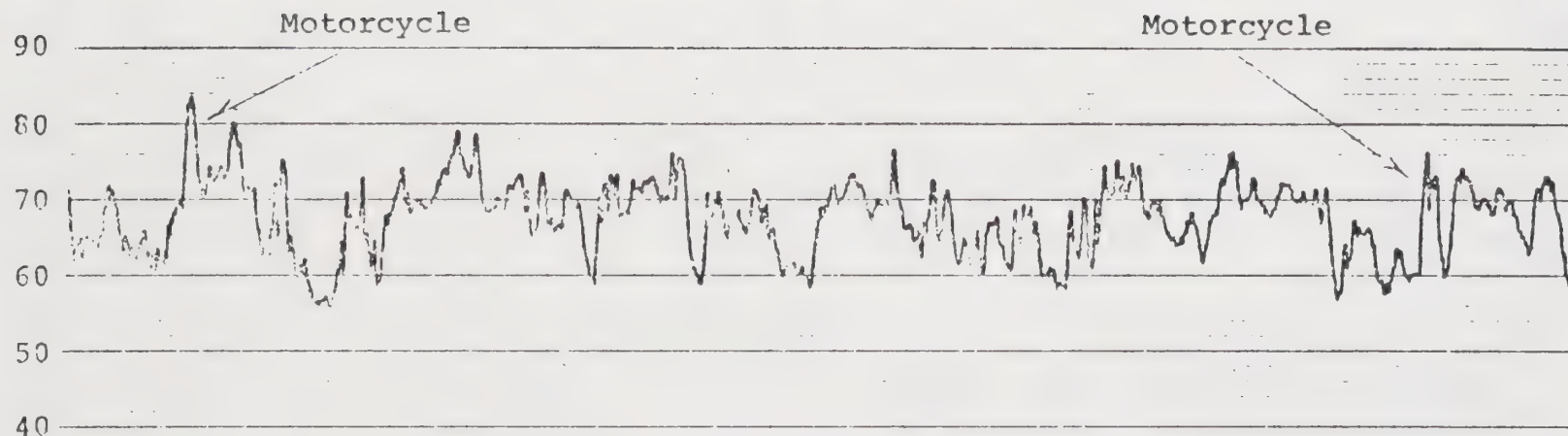
$L_{90} = 62$ dBA

SPEED: 0.3 mm/sec

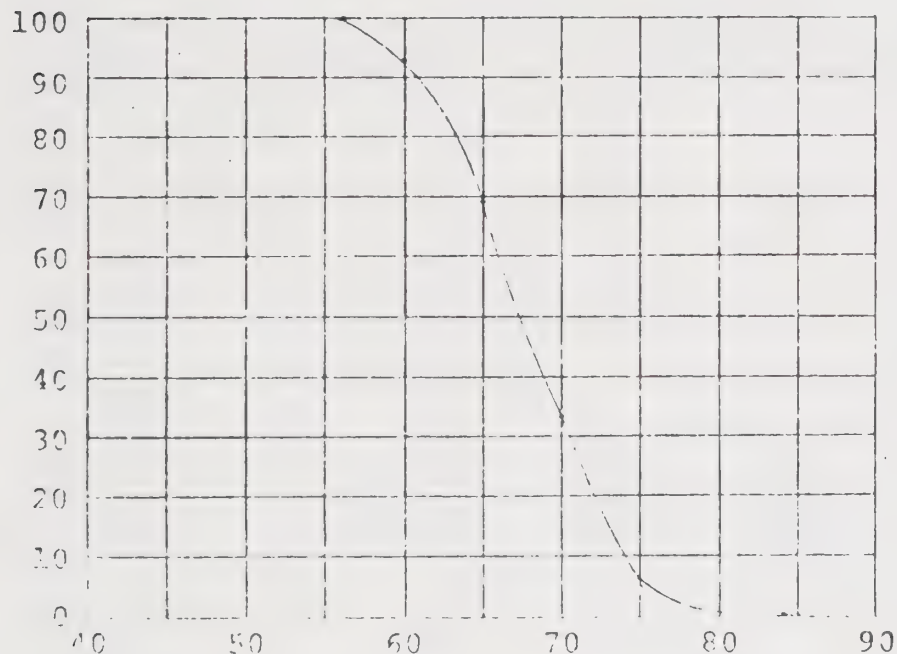
$L_{dn} = 68$ dBA

SHEET _____

NOISE LEVEL (dBA)



% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 4

MEASUREMENT LOCATION: At intersection of Seal Beach Blvd. and Pacific Coast Highway; 50 feet northwest of NLT on Seal Beach Blvd. and 50 feet northeast of NLT on Pacific Coast Hwy.

NOISE SOURCE: Mostly cars and motorcycles on Seal Beach Boulevard and Pacific Coast Highway.

IMPACT AREA: None at present, but site is zoned R-1.

DATE: 5/9/75

 $L_{10} = 74$ dBA

TIME: 4:14 PM

 $L_{50} = 67$ dBA

CHART

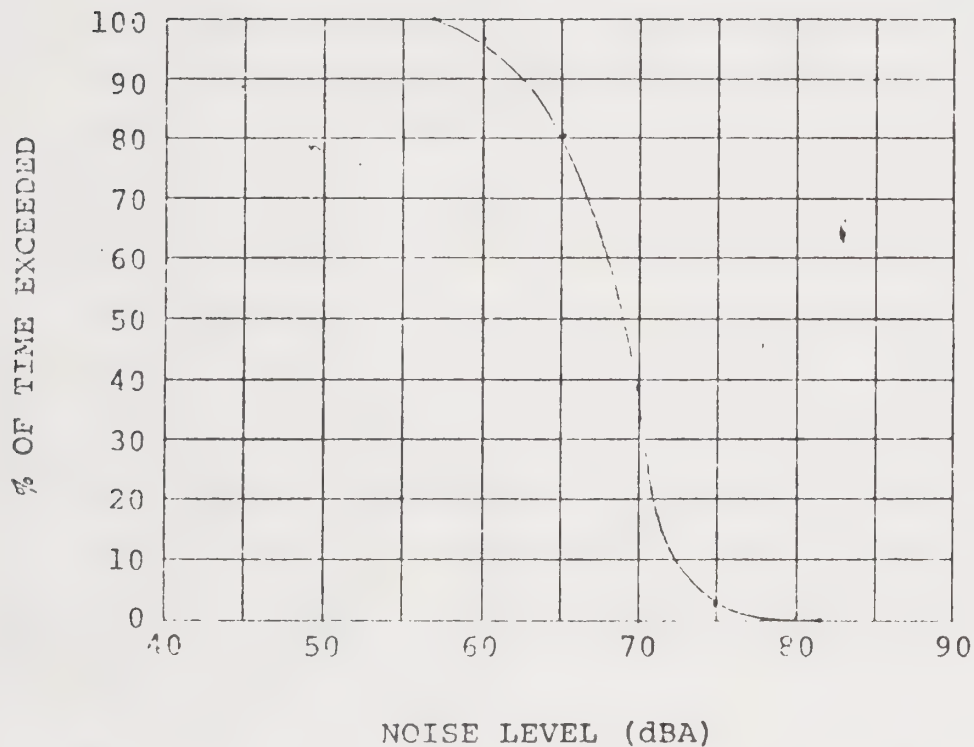
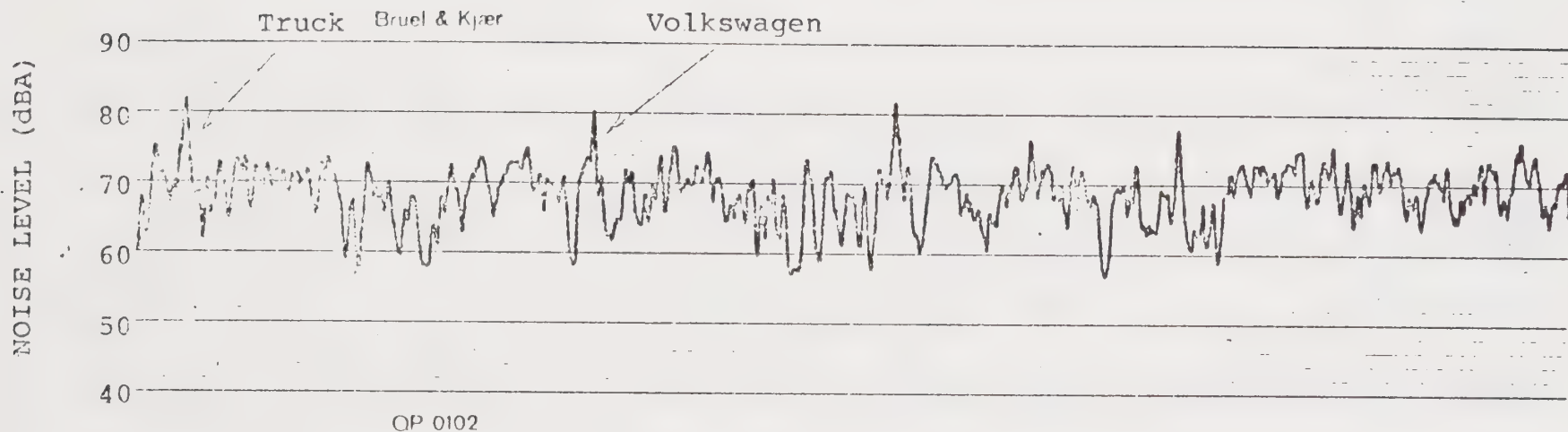
 $L_{90} = 61$ dBA

SPEED: 0.3 mm/sec

 $L_{dn} = 74$ dBA

SHEET _____

BIO-ACOUSTICAL ENGINEERING CORPORATION



SITE: 5

MEASUREMENT LOCATION: 50 feet southwest of NLT on Pacific Coast Highway, at entrance to Surfside.

NOISE SOURCE: Mostly cars on Pacific Coast Highway.

IMPACT AREA: Residential dwellings in Surfside closest to Pacific Coast Highway.

DATE: 5/6/75

$L_{10} = 72$ dBA

TIME: 6:00 PM

$L_{50} = 69$ dBA

CHART

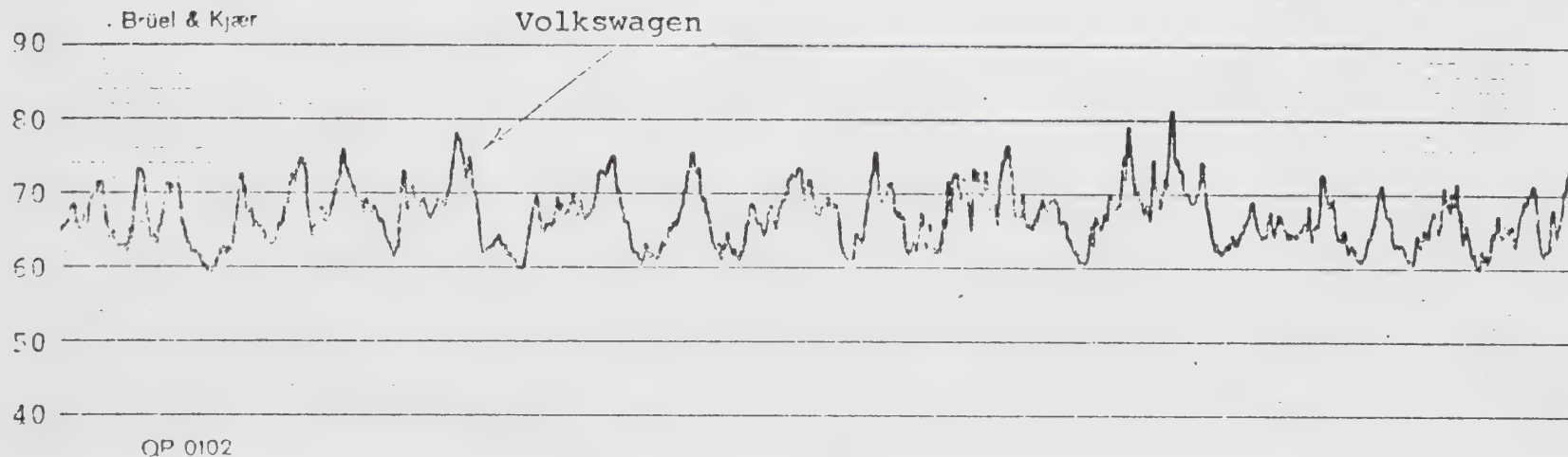
$L_{90} = 62$ dBA

SPEED: 0.3 mm/sec

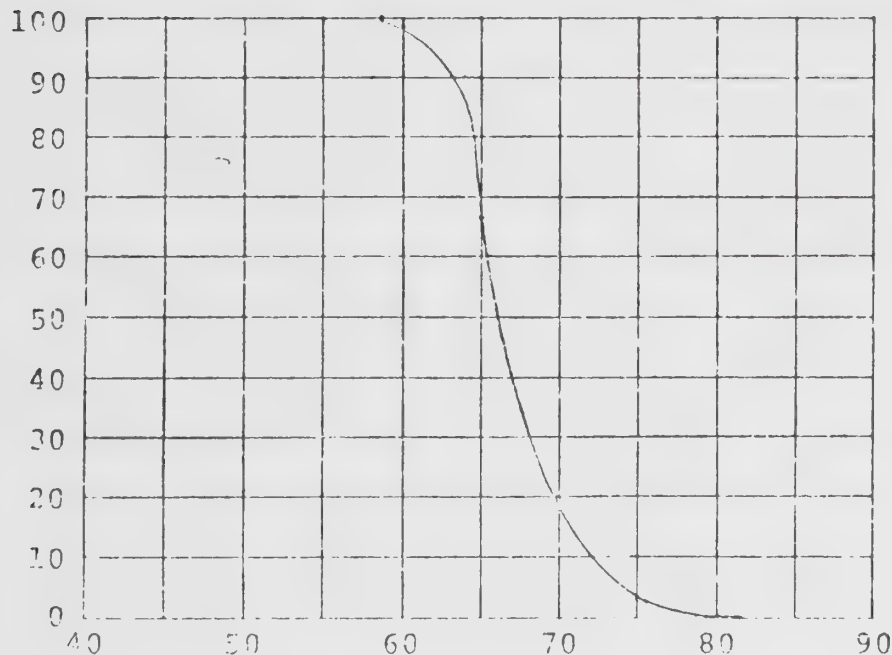
$L_{dn} = 73$ dBA

SHEET _____

NOISE LEVEL (dBA)



% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 6

MEASUREMENT LOCATION: 50 feet north of NLT on Westminster Avenue, 100 feet west of NLT on Seal Beach Boulevard.

NOISE SOURCE: Mostly vehicular traffic on Westminster Avenue.

IMPACT AREA: None (area is commercial).

DATE: 5/13/75

TIME: 5:17 PM

CHART

SPEED: 0.3 mm/sec

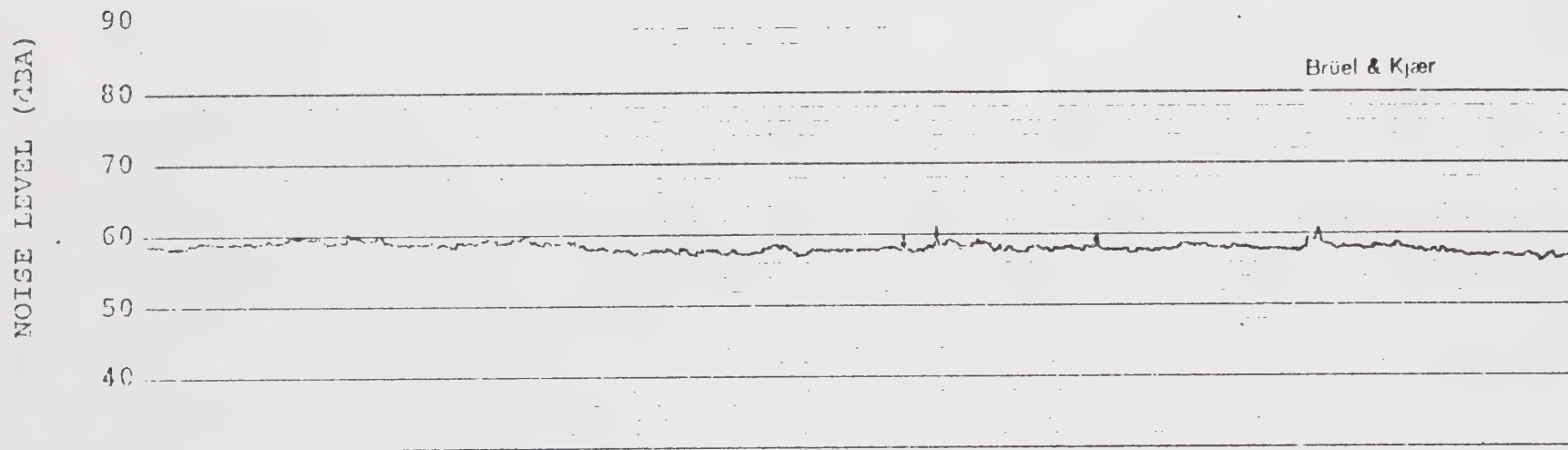
$L_{10} = 72$ dBA

$L_{50} = 66$ dBA

$L_{90} = 63$ dBA

$L_{dn} = 71$ dBA

SHEET _____



OP 0102

SITE: 7

MEASUREMENT LOCATION: In Leisure World, at entrance gate to trailer storage yard off Canoe Brook Drive.

NOISE SOURCE: Haynes Steam Plant.

IMPACT AREA: Dwelling units on Canoe Brook Drive facing steam plant.

DATE: 5/14/75

$L_{10} =$

TIME: 4:12 AM

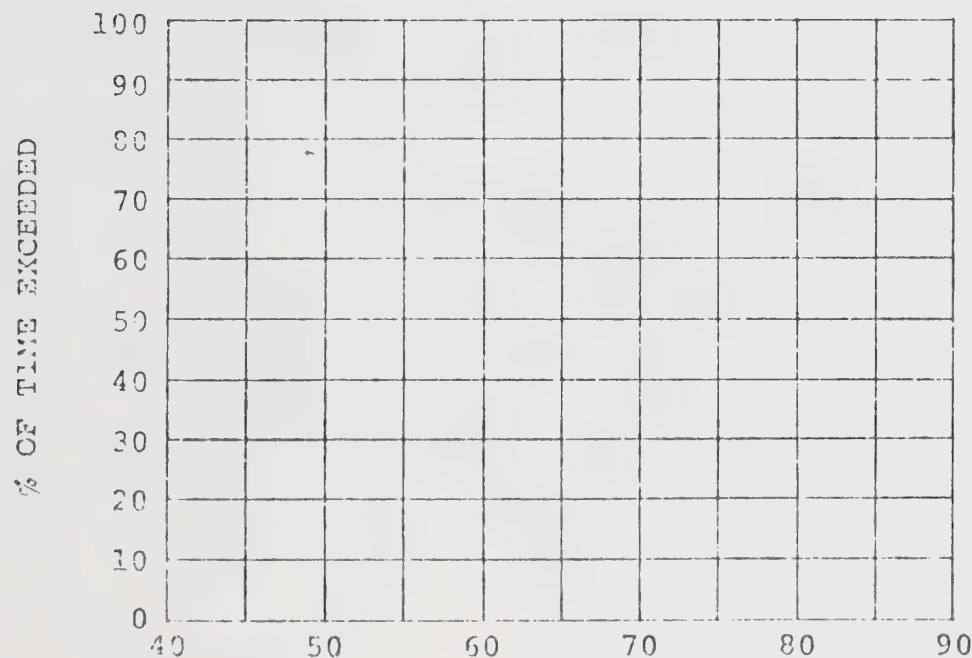
$L_{50} = 58$ dBA

CHART

$L_{90} =$

SPEED: 0.3 mm/sec

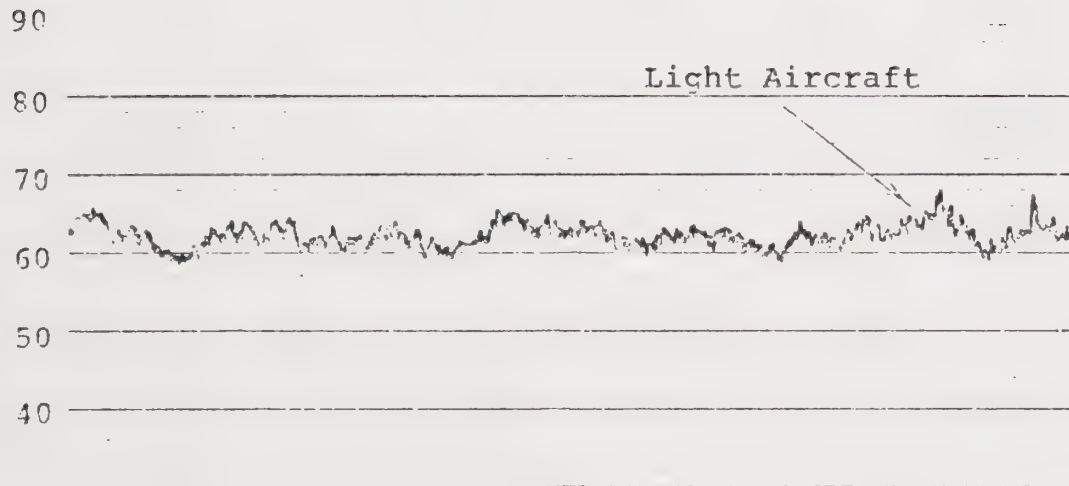
$L_{dn} = 65$ dBA



NOISE LEVEL (dBA)

SHEET _____

NOISE LEVEL (dBA)



SITE: 7A

MEASUREMENT LOCATION: In Leisure World, near the intersection of Knollwood Road and El Dorado Drive, at the entrance to the trailer storage yard.

NOISE SOURCE: Haynes Steam Plant.

IMPACT AREA: Dwelling units along El Dorado Drive nearest the steam plant.

DATE: 5/13/75

$L_{10} =$

TIME: 5:01 PM

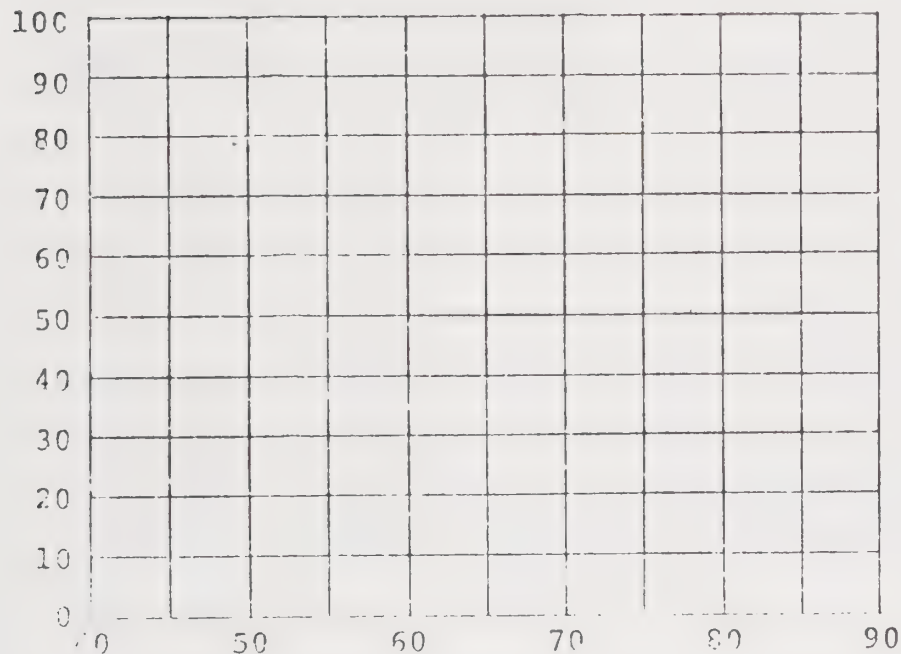
$L_{50} = 62$ dBA

CHART

$L_{90} =$

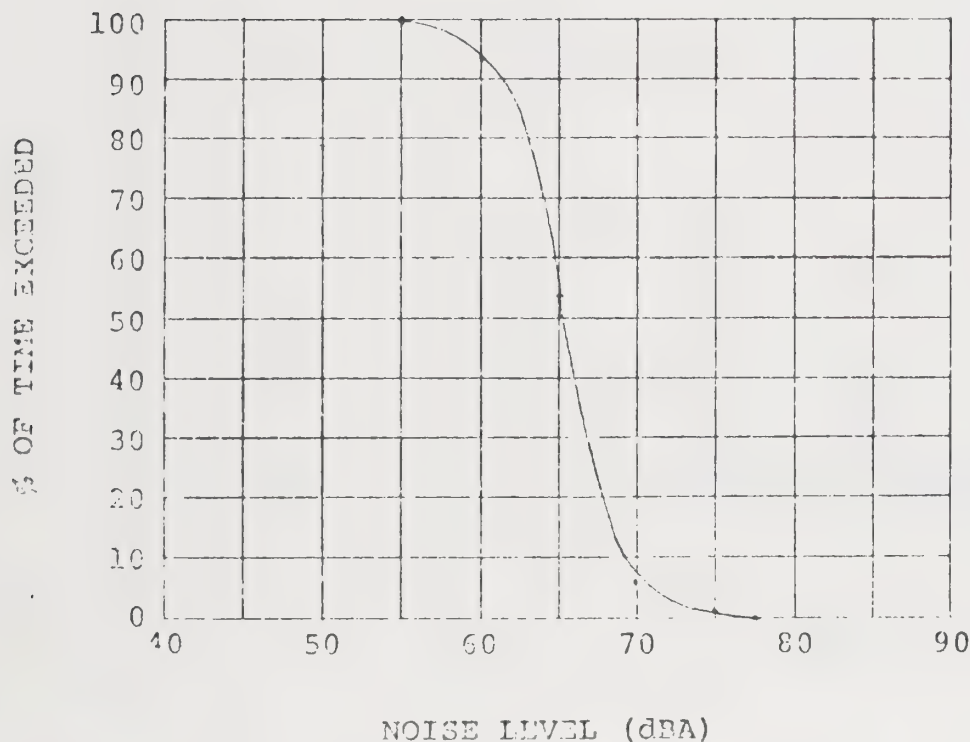
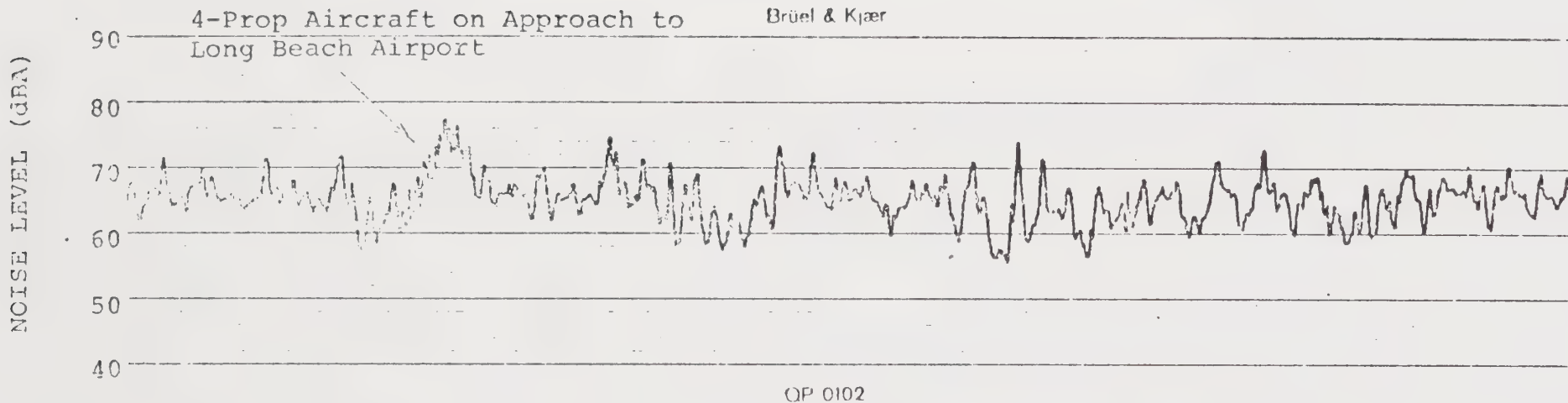
SPEED: 0.3 mm/sec

$L_{dn} = 65$ dBA



NOISE LEVEL (dBA)

SHEET _____



SITE: 8

MEASUREMENT LOCATION: At western end of Beverly Manor Drive, in parking lot of Leisure World Branch of the Orange County Library, 30 feet south of chain link fence.

NOISE SOURCE: Mostly cars on the eastbound lanes of 7th Street and residual noise from traffic on the San Diego Freeway and westbound 7th Street.

IMPACT AREA: Orange County Library.

DATE: 5/5/75

L_{10} = 69 dBA

TIME: 5:34 PM

L_{50} = 65 dBA

CHART

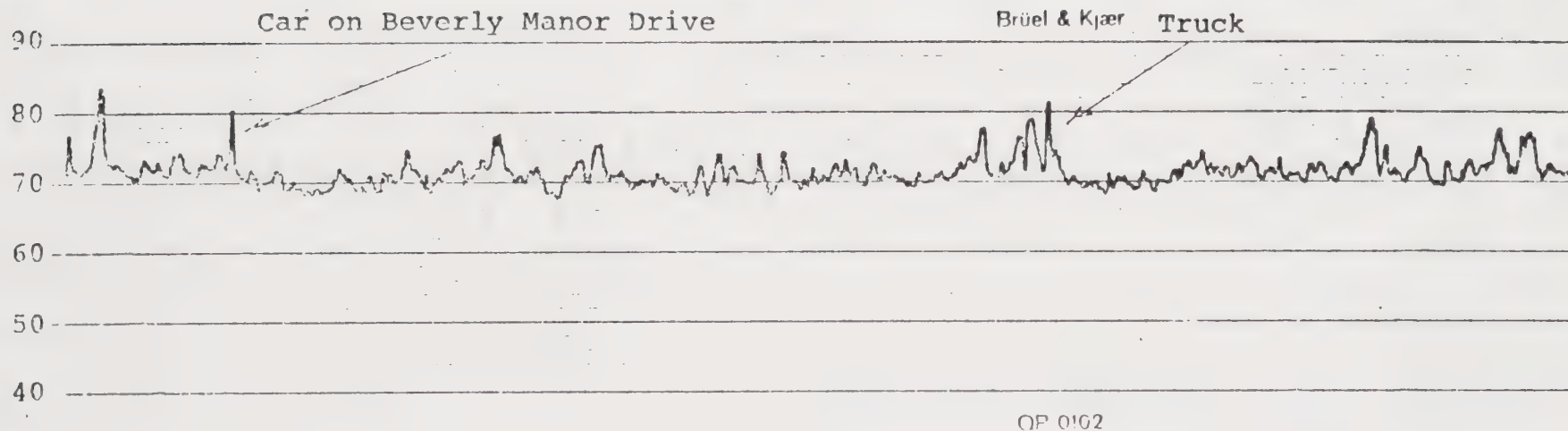
L_{90} = 61 dBA

SPEED: 0.3 mm/sec

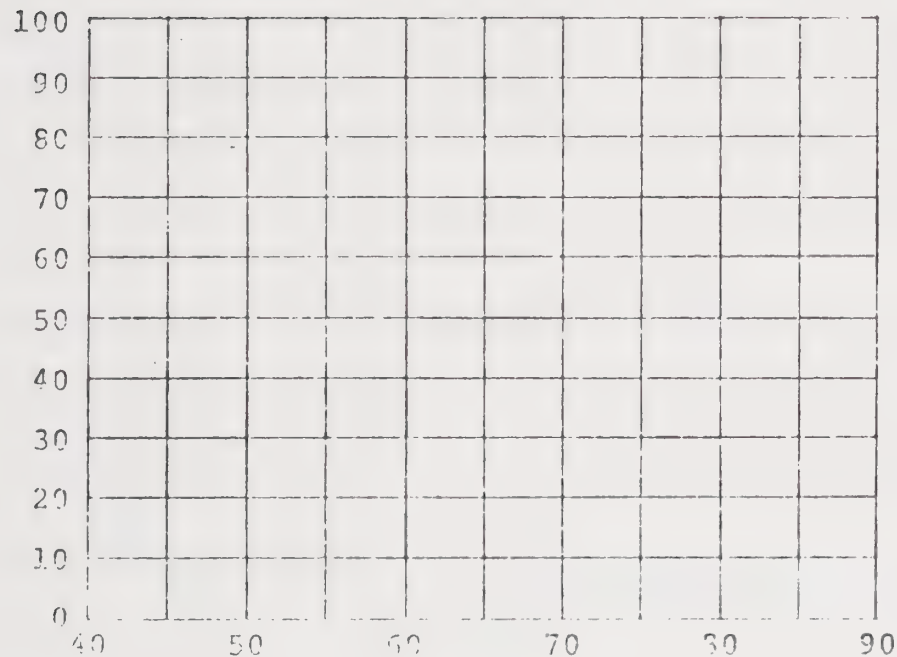
L_{dn} = 67 dBA

SHEET _____

NOISE LEVEL (dBA)



% OF TIME EXCEEDED



SITE: 8A

MEASUREMENT LOCATION: Adjacent to chain link fence on Beverly Manor Drive, 800 feet west of Site #9, north of two story dwellings in Leisure World.

NOISE SOURCE: Cars and trucks on the San Diego-Garden Grove Freeway.

IMPACT AREA: Residences in Leisure World nearest the freeway.

DATE: 5/5/75

 $L_{10} = 74$ dBA

TIME: 5:14 PM

 $L_{50} = 71$ dBA

CHART

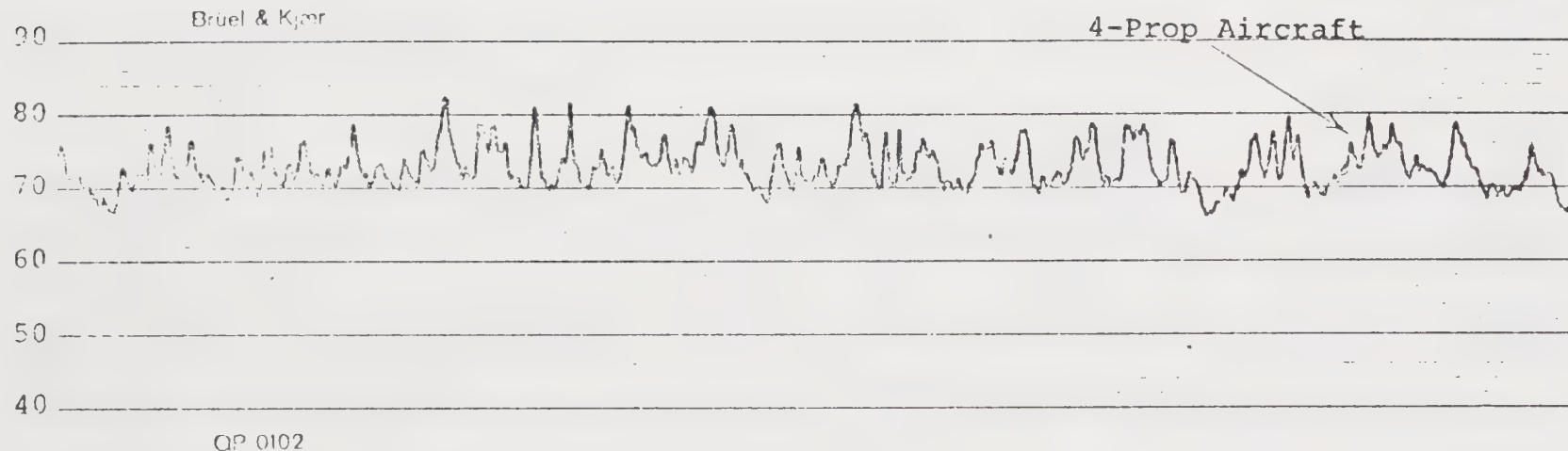
 $L_{90} =$

SPEED: 0.3 mm/sec

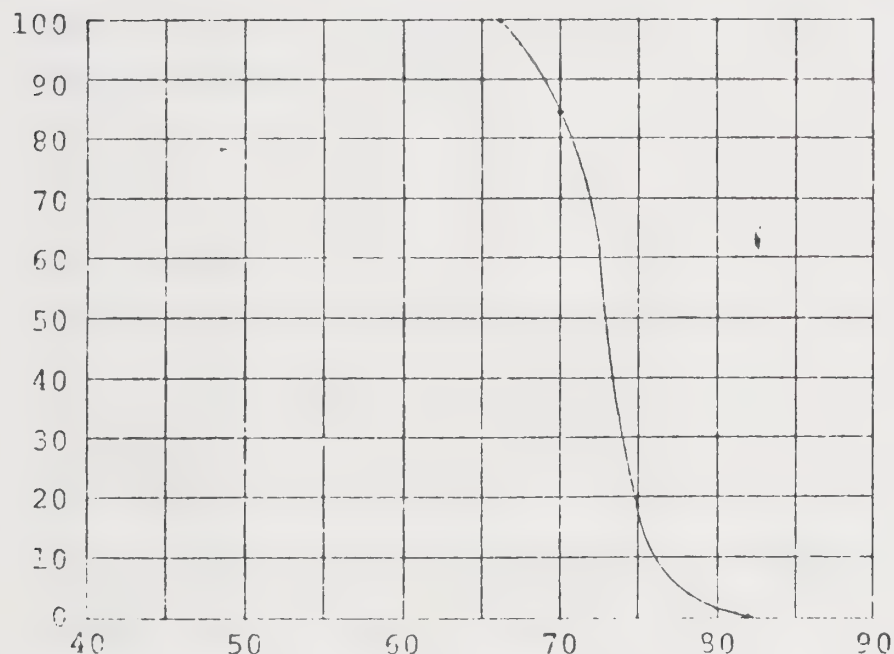
 $L_{dn} = 74$ dBA

SHEET _____

NOISE LEVEL (dBA)



% OF TIME EXCEEDED



SITE: 8A

MEASUREMENT LOCATION: Adjacent to chain link fence on Beverly Manor Drive, 800 feet west of Site #9, north of two story dwellings in Leisure World.

NOISE SOURCE: Cars and trucks on the San Diego-Garden Grove Freeway.

IMPACT AREA: Residences in Leisure World nearest the freeway.

DATE: 5/14/75

$L_{10} = 76$ dBA

TIME: 6:40 AM

$L_{50} = 73$ dBA

CHART

$L_{90} = 69$ dBA

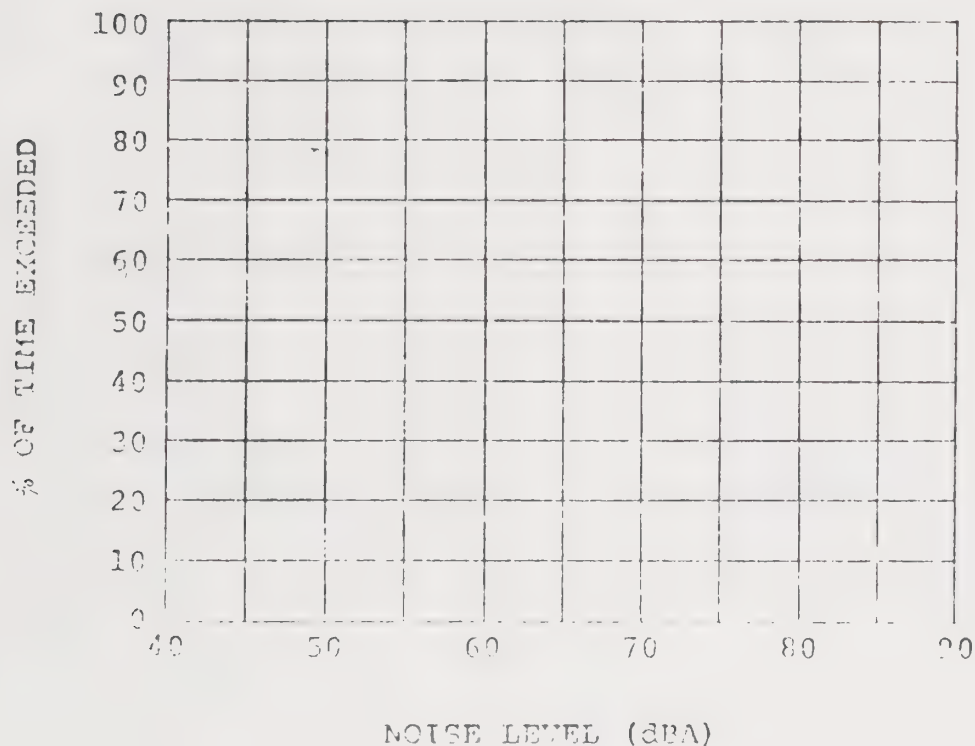
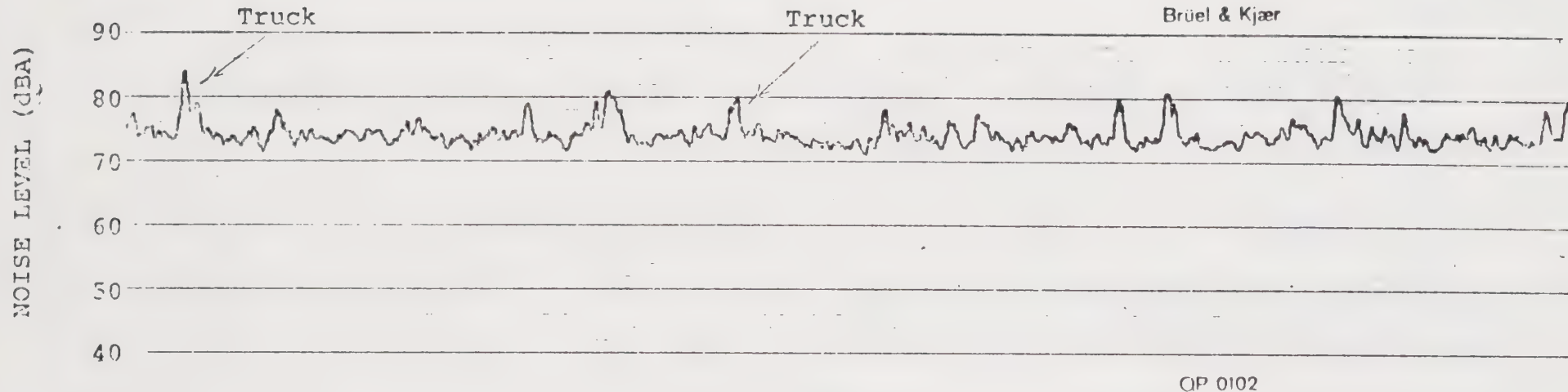
SPEED: 0.3 mm/sec

$L_{dn} = 74$ dBA

NOISE LEVEL (dBA)

SHEET _____

BIO-ACOUSTICAL ENGINEERING CORPORATION ON



SITE: 9

MEASUREMENT LOCATION: On Beverly Manor Drive, near chain link fence north of Beverly Manor Convalescent Hospital, 75 feet south of NLT on the San Diego-Garden Grove Freeway.

NOISE SOURCE: Cars and trucks on the freeway.

IMPACT AREA: Beverly Manor Convalescent Hospital and the residences in the northeast sector of Leisure World nearest the freeway.

DATE: 5/5/75

L_{10} = 76 dBA

TIME: 4:52 PM

L_{50} = 74 dBA

CHART

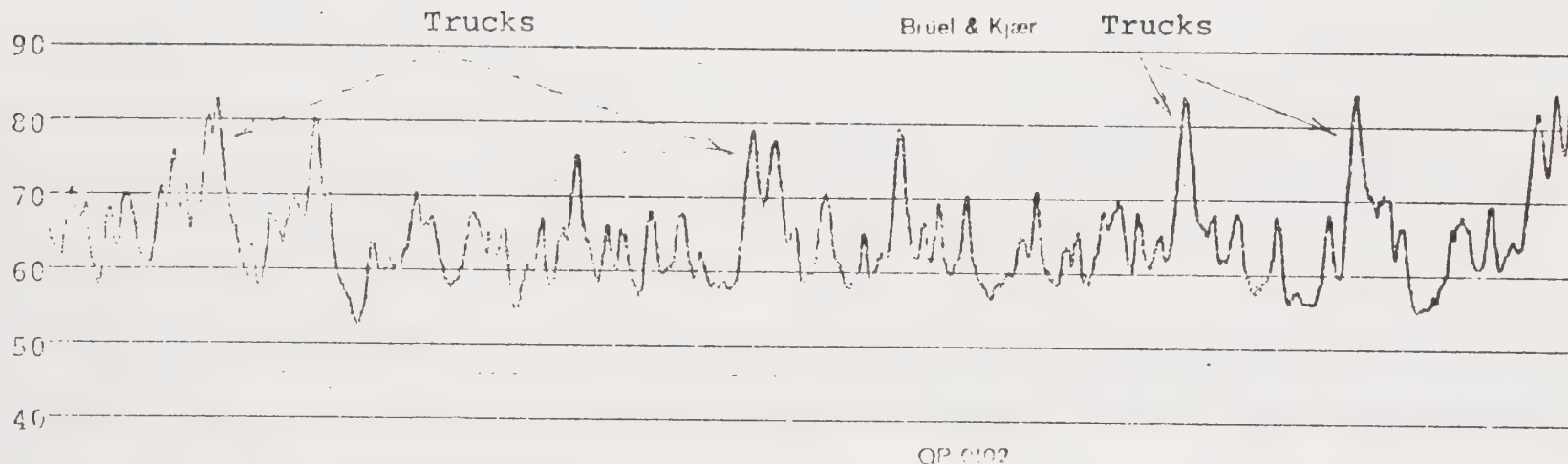
L_{90} =

SPEED: 0.3 mm/sec

L_{dn} = 77 dBA

SHEET _____

NOISE LEVEL (dBA)



SITE: 9

MEASUREMENT LOCATION: On Beverly Manor Drive near chain link fence north of Beverly Manor Convalescent Hospital, 75 feet south of NLT on the San Diego-Garden Grove Freeway.

NOISE SOURCE: Trucks and cars on the freeway.

IMPACT AREA: Beverly Manor Convalescent Hospital and residences in the northeast sector of Leisure World nearest the freeway.

DATE: 5/14/75

L_{10} = 73 dBA

TIME: 4:48 AM

L_{50} = 63 dBA

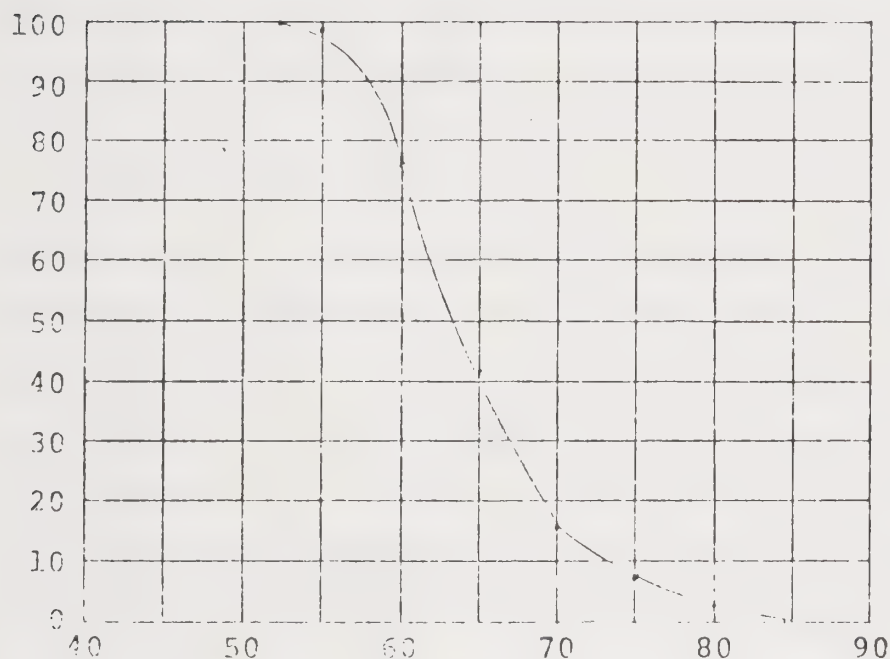
CHART

L_{90} = 58 dBA

SPEED: 0.3 mm/sec

L_{dn} = 77 dBA

% OF TIME EXCEEDED

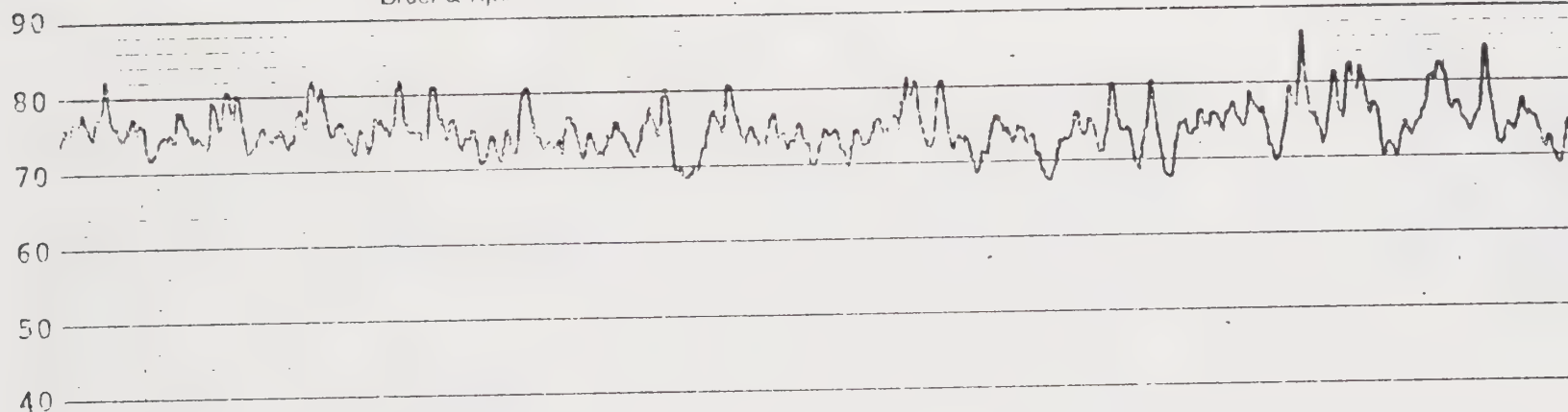


NOISE LEVEL (dBA)

SHEET _____

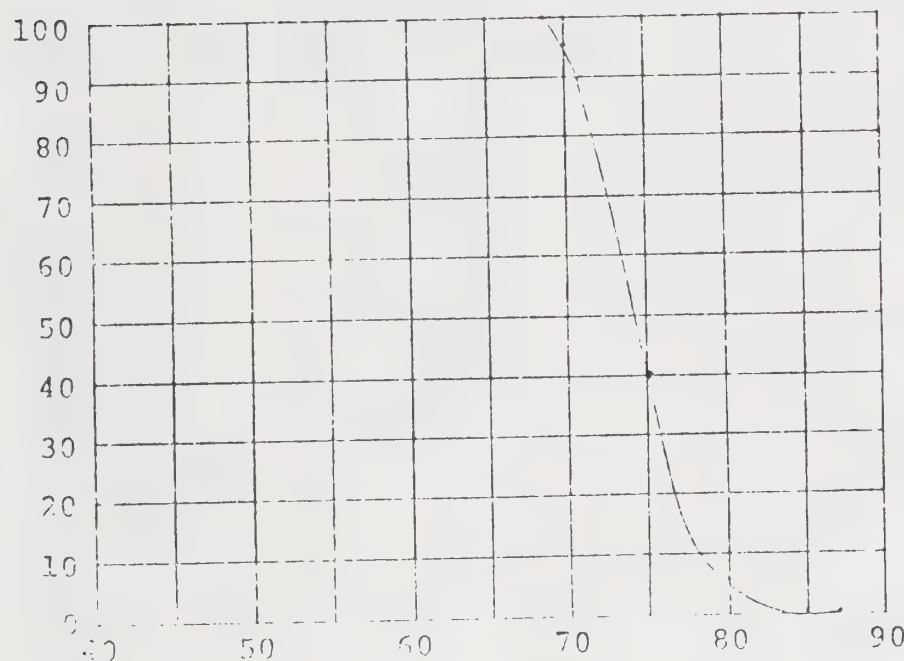
NOISE LEVEL (dBA)

Brüel & Kjaer



OP 0102

SITE: 9



NOISE LEVEL (dBA)

MEASUREMENT LOCATION: On Beverly Manor Drive, near chain line fence north of Beverly Manor Convalescent Hospital, 75 feet south of NLT on San Diego-Garden Grove Freeway.

NOISE SOURCE: Cars and trucks on the San Diego-Garden Grove Freeway.

IMPACT AREA: Beverly Manor Convalescent Hospital and residences in the northeast sector of Leisure World nearest the freeway.

DATE: 5/14/75

$L_{10} = 78$ dBA

TIME: 6:20 AM

$L_{50} = 74$ dBA

CHART

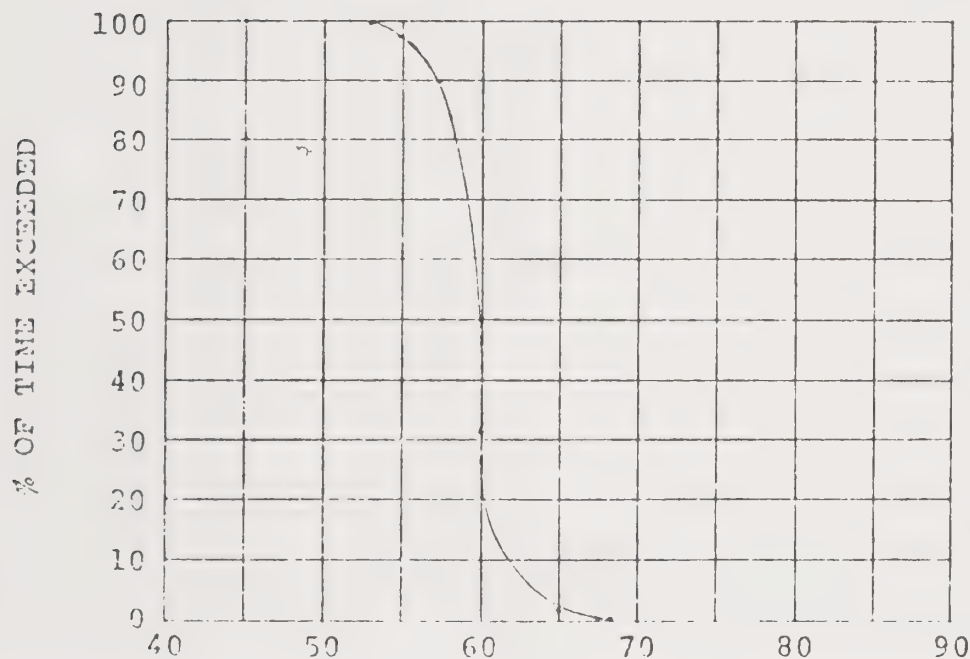
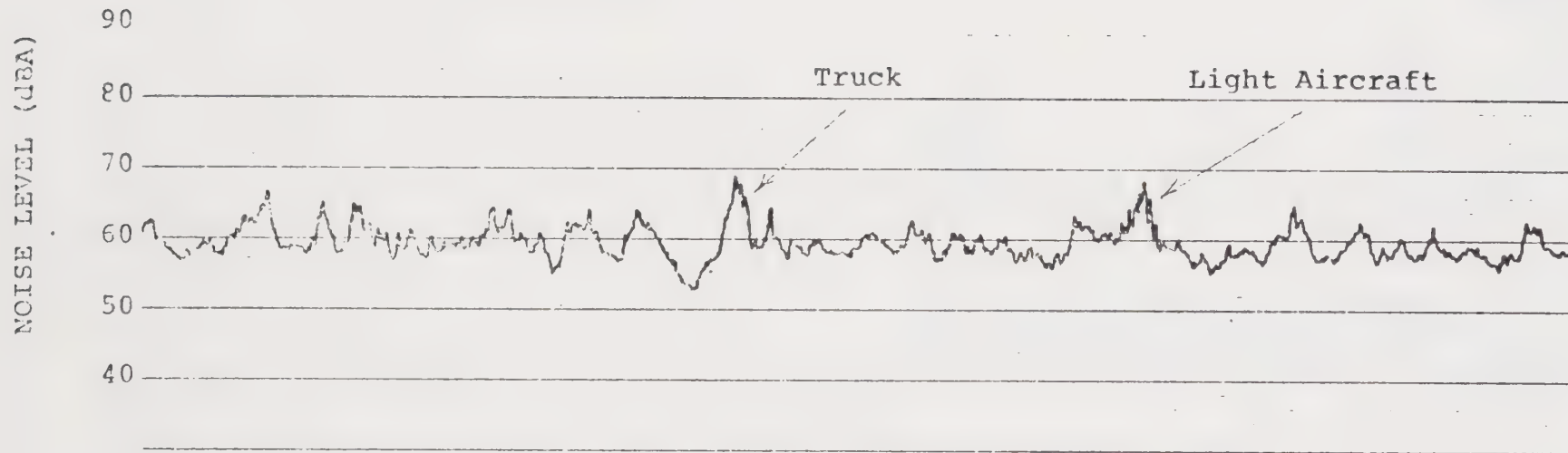
$L_{90} = 71$ dBA

SPEED: 0.3 mm/sec

$L_{dn} = 77$ dBA

SHEET _____

BIO-ACOUSTICAL ENGINEERING CORPORATION



SITE: 10

MEASUREMENT LOCATION: In College Park West,
at the north end of Harvard Lane.

NOISE SOURCE: Vehicular traffic on the
San Diego Freeway and the connector road from
the San Diego Freeway to westbound 7th Street.

IMPACT AREA:

DATE: 5/14/75

$L_{10} = 62$ dBA

TIME: 7:51 AM

$L_{50} = 60$ dBA

CHART

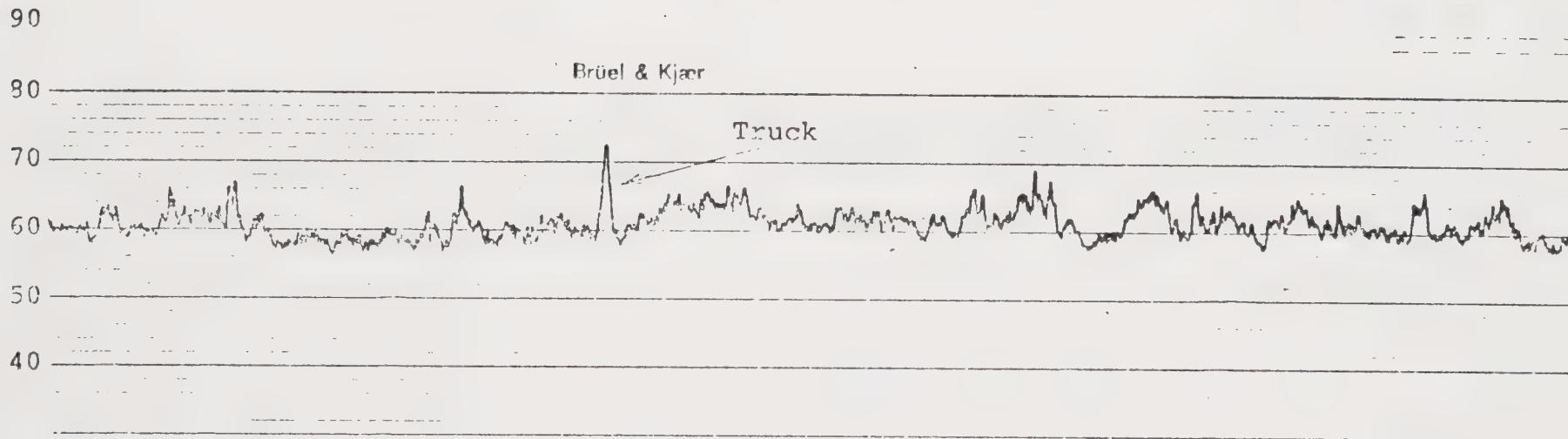
$L_{90} = 57$ dBA

SPEED: 0.3 mm/sec

$L_{dn} =$

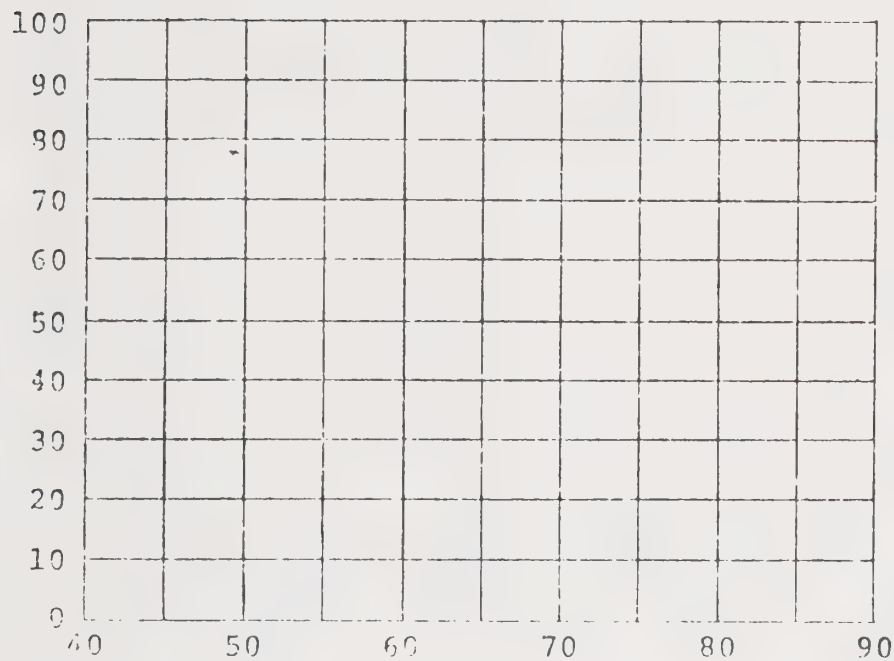
SHEET _____

NOISE LEVEL (dBA)



OP 0102

% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 10

MEASUREMENT LOCATION: In College Park West,
at the north end of Harvard Lane.

NOISE SOURCE: Vehicular traffic on San Diego
Freeway, connector road to westbound 7th Street,
and connector road to San Gabriel Freeway.

IMPACT AREA:

DATE: June 30, 1975

$L_{10} = 64$ dBA

TIME: 5:00 PM

$L_{50} = 61$ dBA

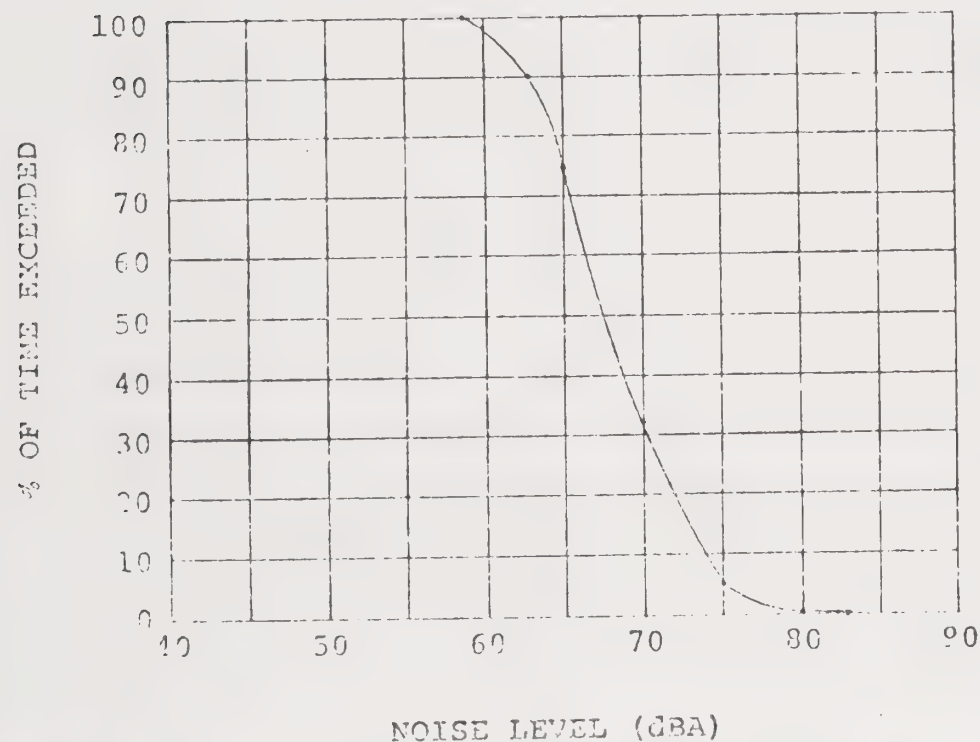
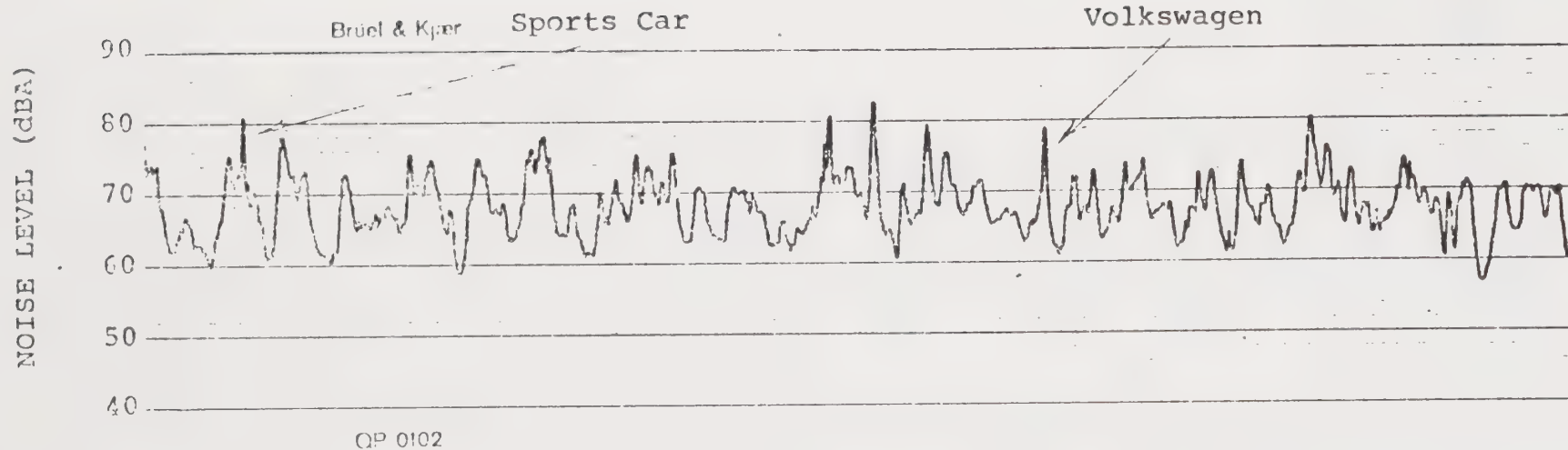
CHART

$L_{90} = 59$ dBA

SPEED: 0.3 mm/sec

$L_{dn} =$

SHEET _____



SITE: 11

MEASUREMENT LOCATION: 50 feet northwest of NLT on Seal Beach Boulevard, approximately 300 feet south of Lampson Avenue intersection.

NOISE SOURCE: Mostly cars on Seal Beach Blvd.

IMPACT AREA: None at site.

DATE: 5/7/75

$L_{10} = 74$ dBA

TIME: 5:38 PM

$L_{50} = 67$ dBA

CHART

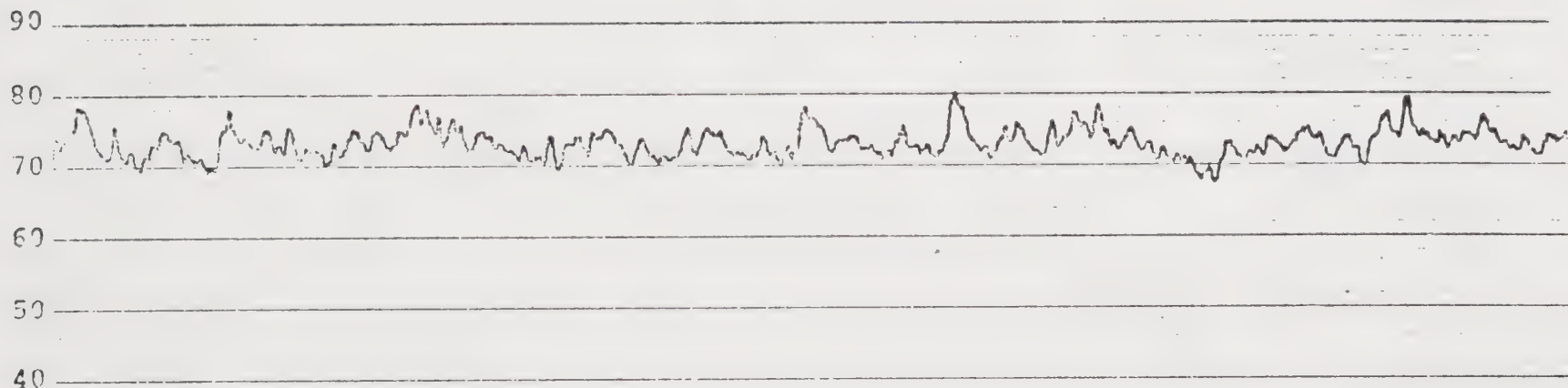
$L_{90} = 63$ dBA

SPEED: 0.3 mm/sec

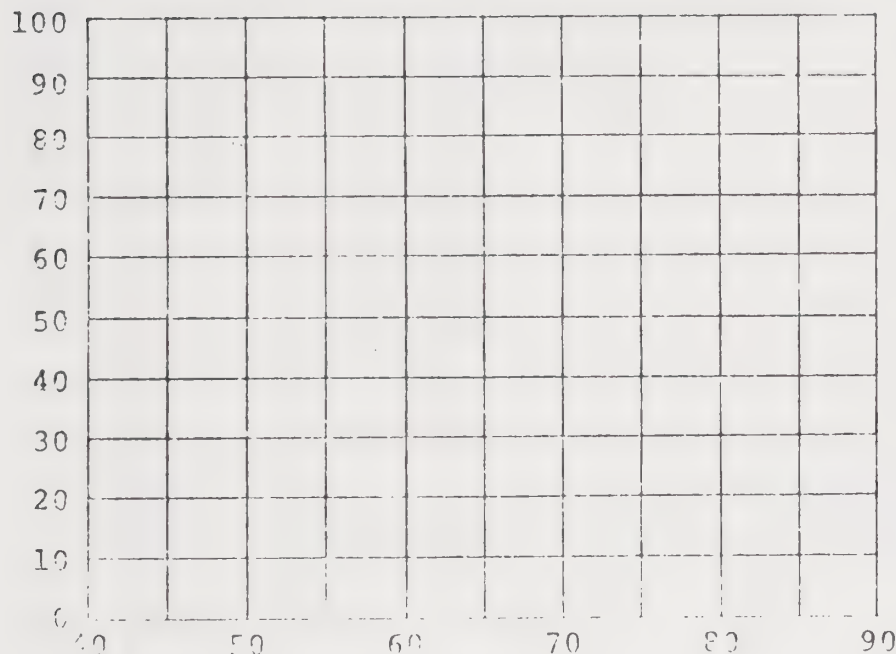
$L_{dn} = 71$ dBA

SHEET _____

NOISE LEVEL (dBA)



% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 12

MEASUREMENT LOCATION: In Gummere Park, 15 feet north of the chain link fence along Almond Ave.

NOISE SOURCE: Vehicular traffic on the San Diego-Garden Grove Freeway.

IMPACT AREA: Residential dwellings to the east of the measurement site, and Gummere Park.

DATE: 5/6/75

$L_{10} = 75$ dBA

TIME: 2:58 PM

$L_{50} = 73$ dBA

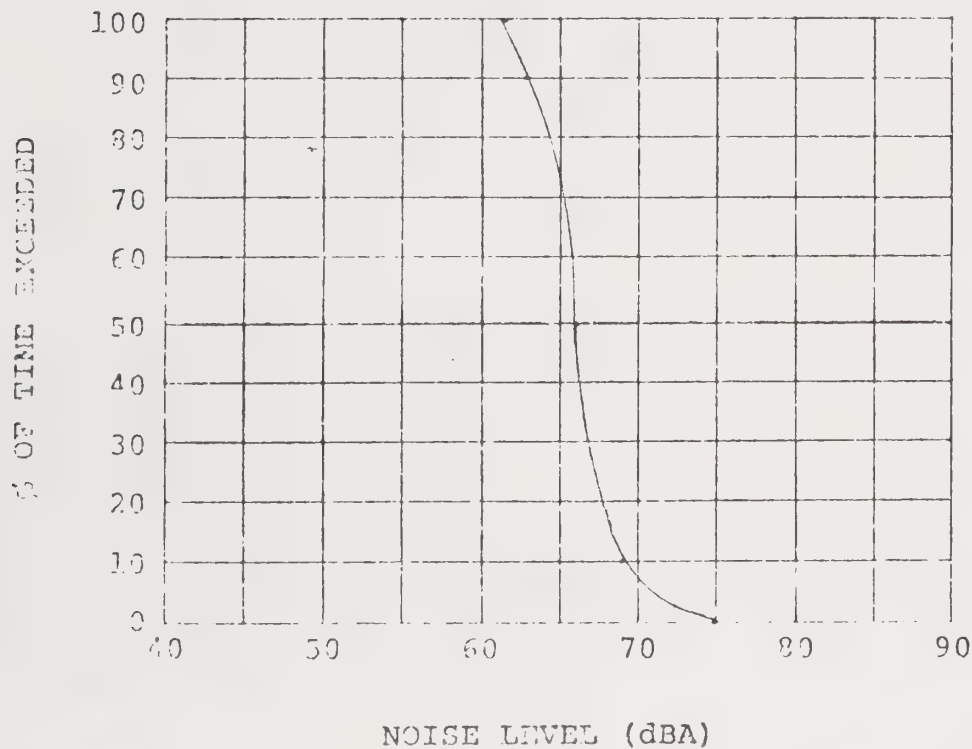
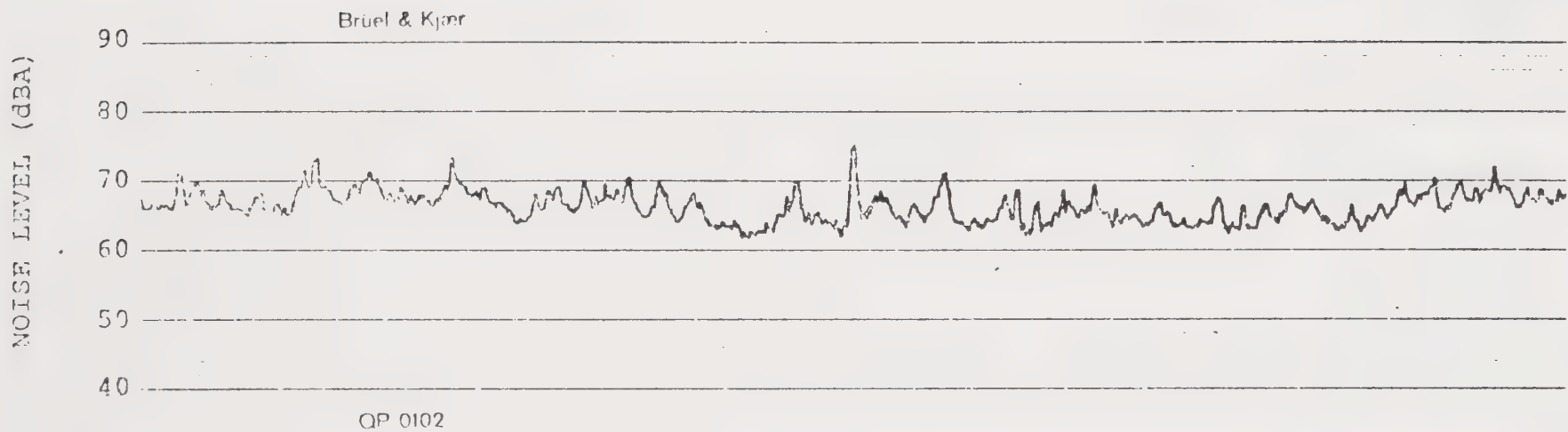
CHART

$L_{90} = 71$ dBA

SPEED: 0.3 mm/sec

$L_{dn} = 75$ dBA

SHEET _____



SITE: 12

MEASUREMENT LOCATION: In Gummere Park, 15 feet north of chain link fence along Almond Avenue.

NOISE SOURCE: Vehicular traffic on the San Diego-Garden Grove Freeway.

IMPACT AREA: Residences to the east of the site and Gummere Park.

DATE: 5/14/75

$L_{10} = 69$ dBA

TIME: 7:07 AM

$L_{50} = 66$ dBA

CHART

$L_{90} = 63$ dBA

SPEED: 0.3 mm/sec

$L_{dn} = 75$ dBA

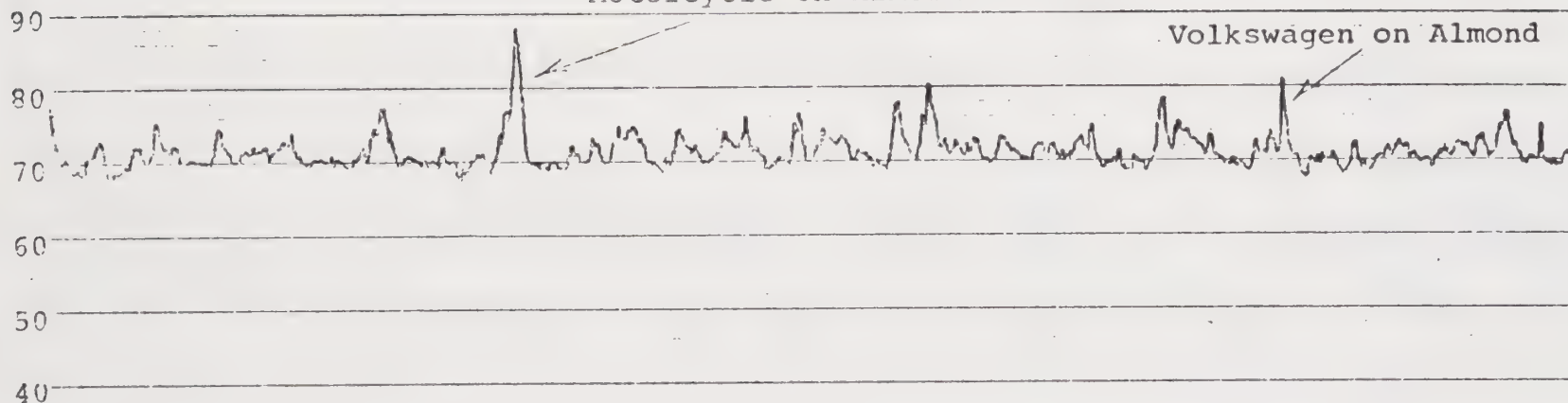
SHEET _____

NOISE LEVEL (dBA)

Motorcycle on Almond Avenue

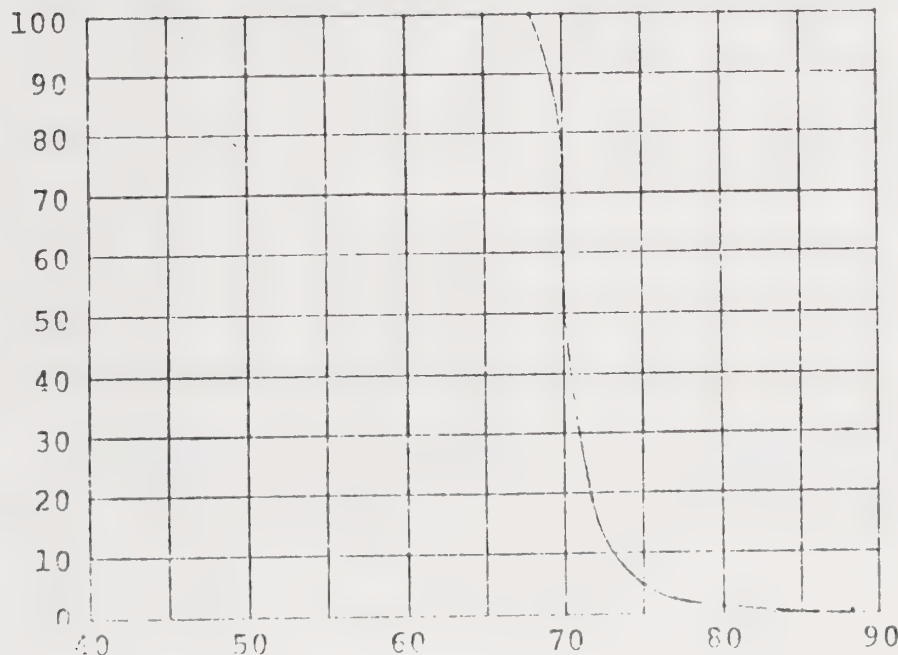
Brüel & Kjær

Volkswagen on Almond



OP 9102

% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 13

MEASUREMENT LOCATION: At intersection of Almond Avenue and Oleander Street adjacent to Shapell Park.

NOISE SOURCE: Vehicular traffic on the San Diego-Garden Grove Freeway.

IMPACT AREA: Residential dwellings east of the site and Shapell Park.

DATE: 5/6/75

$L_{10} = 73$ dBA

TIME: 3:39 PM

$L_{50} = 70$ dBA

CHART

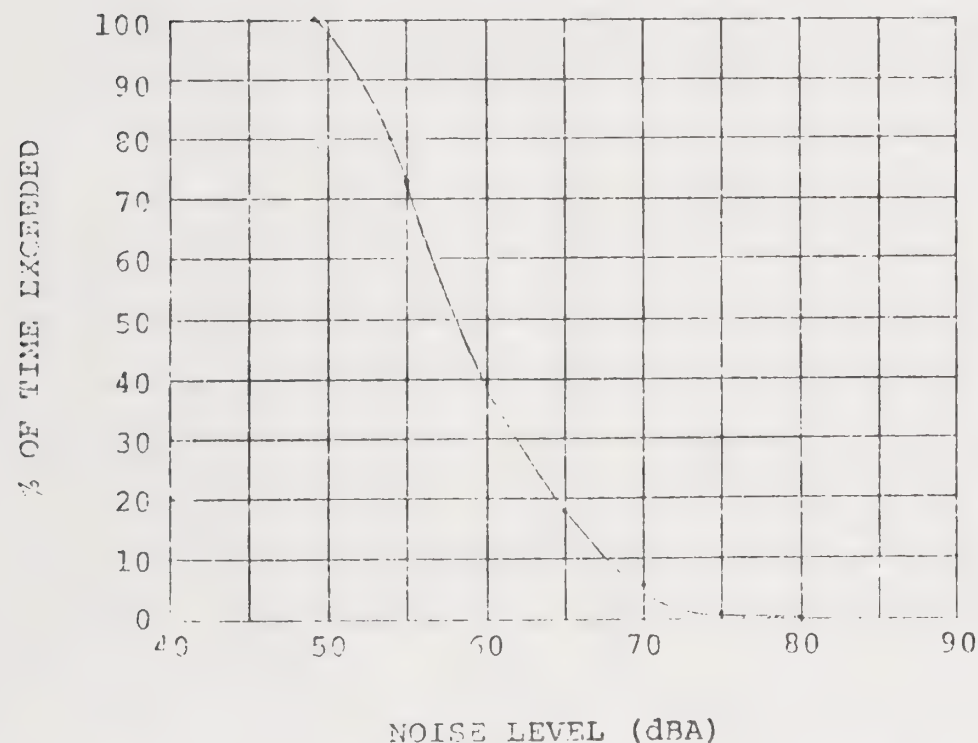
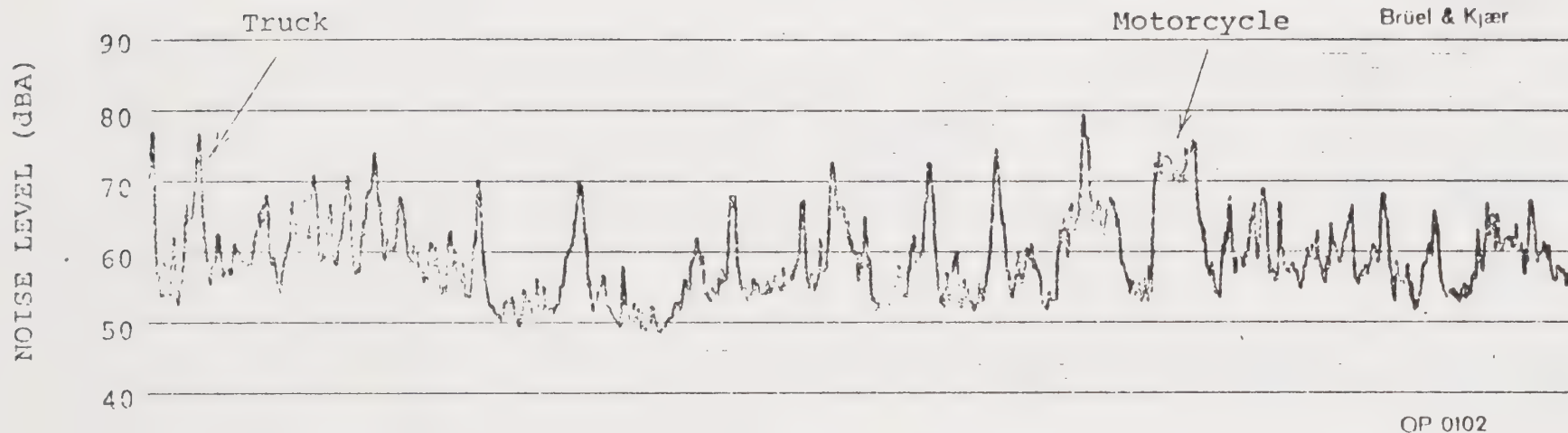
$L_{90} = 69$ dBA

SPEED: 0.3 mm/sec

$L_{dn} = 73$ dBA

SHEET _____

BIO-ACOUSTICAL ENGINEERING CORPORATION



SITE: 14

MEASUREMENT LOCATION: At the east curb of Heather Street, 150 feet south of the NLT on Lampson Avenue.

NOISE SOURCE: Mostly cars on Lampson Avenue.

IMPACT AREA: Heather Park and residences west of the site.

DATE: 5/7/75

TIME: 2:22 PM

CHART

SPEED: 0.3 mm/sec

L_{10} = 67 dBA

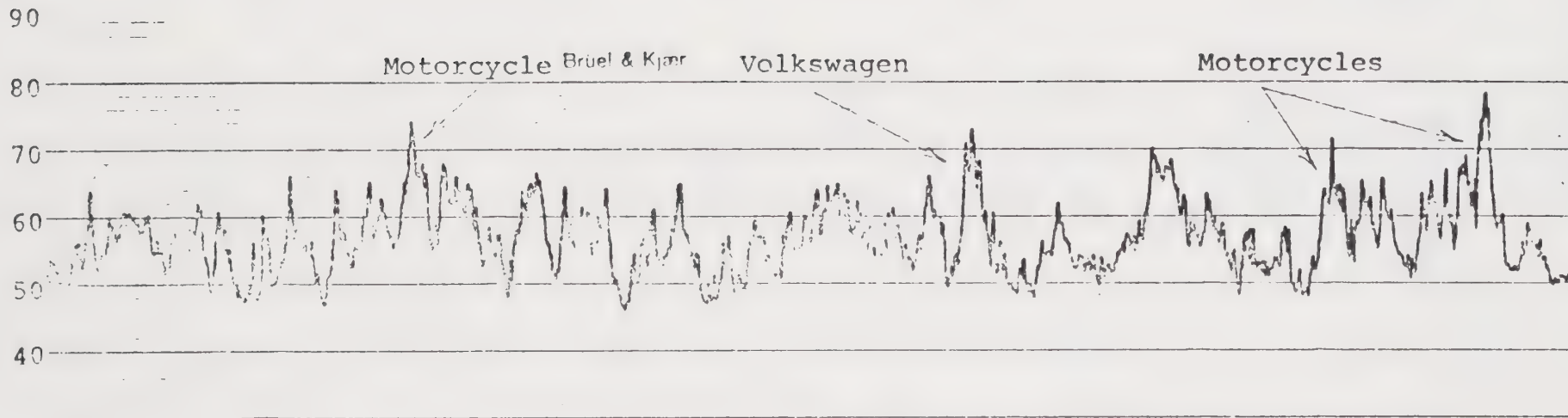
L_{50} = 58 dBA

L_{90} = 52 dBA

L_{dn} =

SHEET _____

NOISE LEVEL (dBA)



QP 0102

SITE: 15

MEASUREMENT LOCATION: 50 feet southwest of the NLT on Ocean Boulevard, between Main Street and 10th Street.

NOISE SOURCE: Mostly cars and motorcycles on Ocean Avenue.

IMPACT AREA: Public park.

DATE: 5/8/75

TIME: 2:14 PM

CHART

SPEED: 0.3 mm/sec

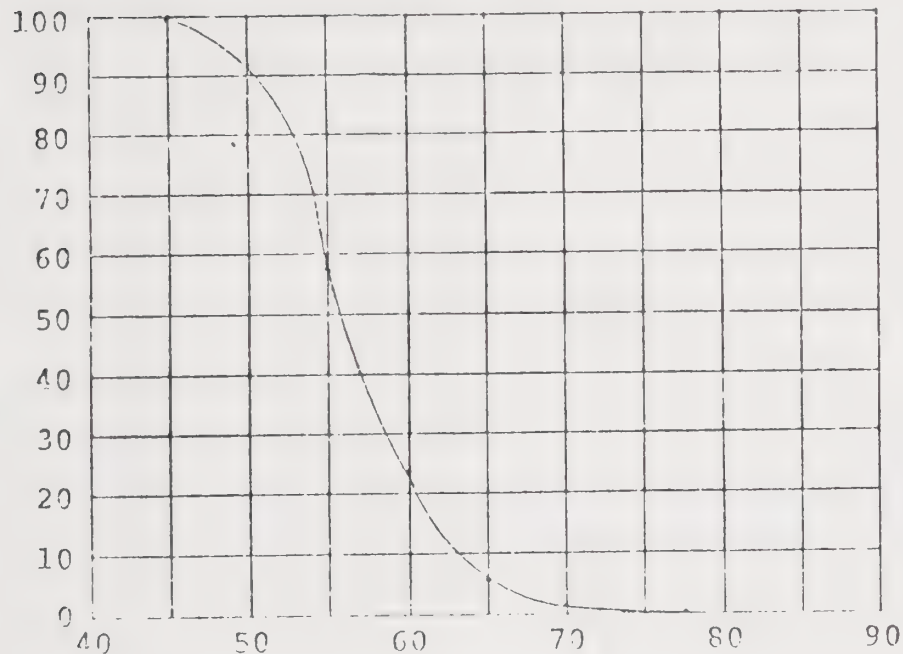
$L_{10} = 63$ dBA

$L_{50} = 56$ dBA

$L_{90} = 50$ dBA

$L_{dn} =$

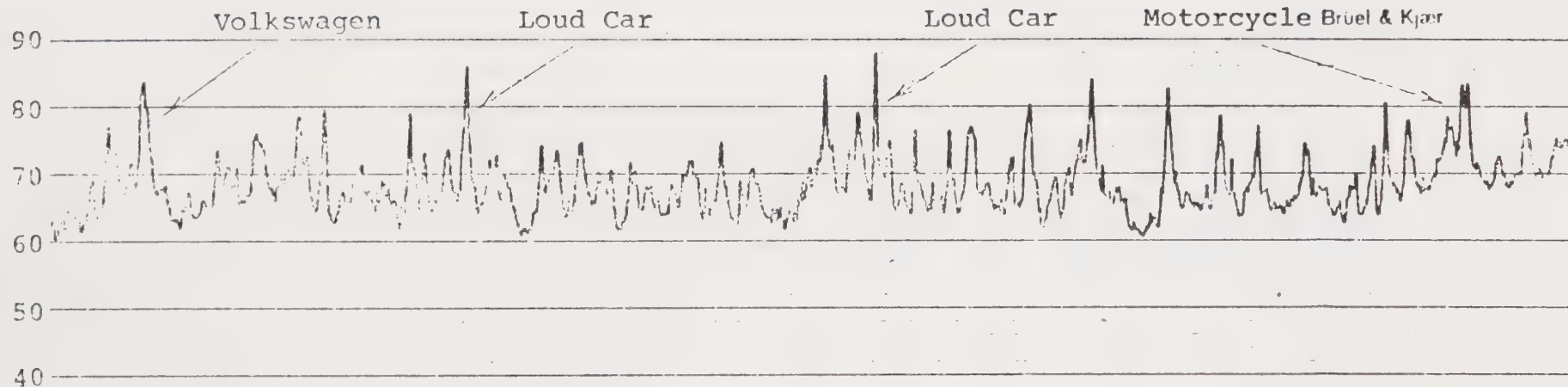
% OF TIME EXCEEDED



NOISE LEVEL (dBA)

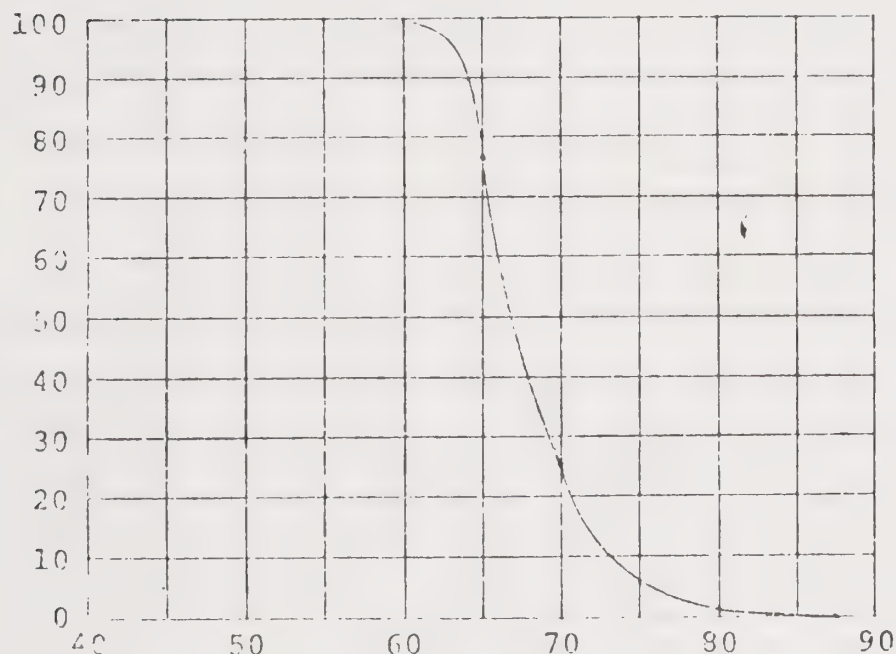
SHEET _____

NOISE LEVEL, (dBA)



QP 0102

% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 15A

MEASUREMENT LOCATION: At south curbside of Ocean Boulevard between Main Street and 10th Street.

NOISE SOURCE: Mostly cars and motorcycles on Ocean Boulevard (Sunday beach traffic).

IMPACT AREA: Park area.

DATE: 5/18/75

TIME: 2:45 PM

CHART

SPEED: 0.3 mm/sec

L_{10} = 73 dBA

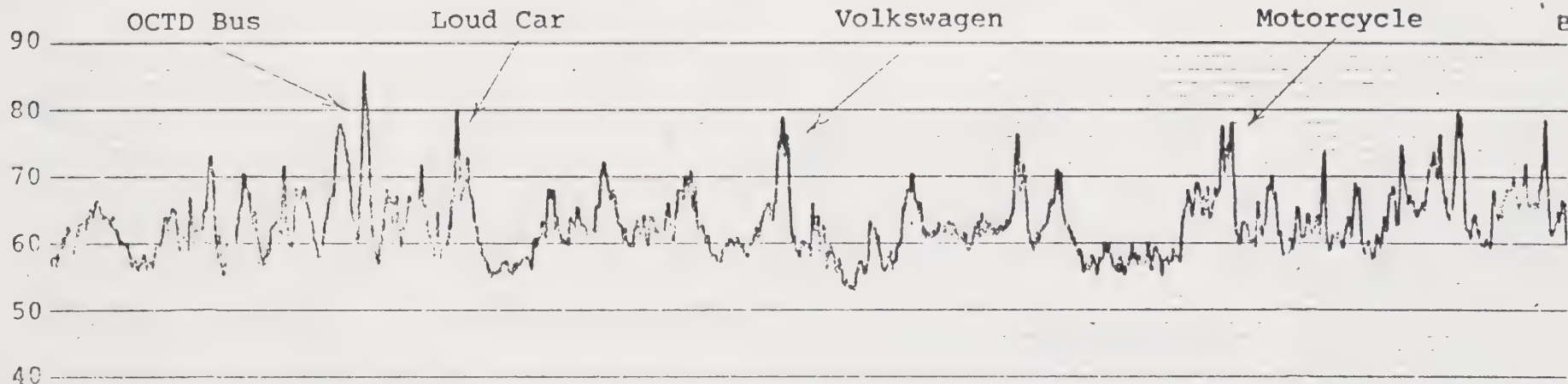
L_{50} = 67 dBA

L_{90} = 64 dBA

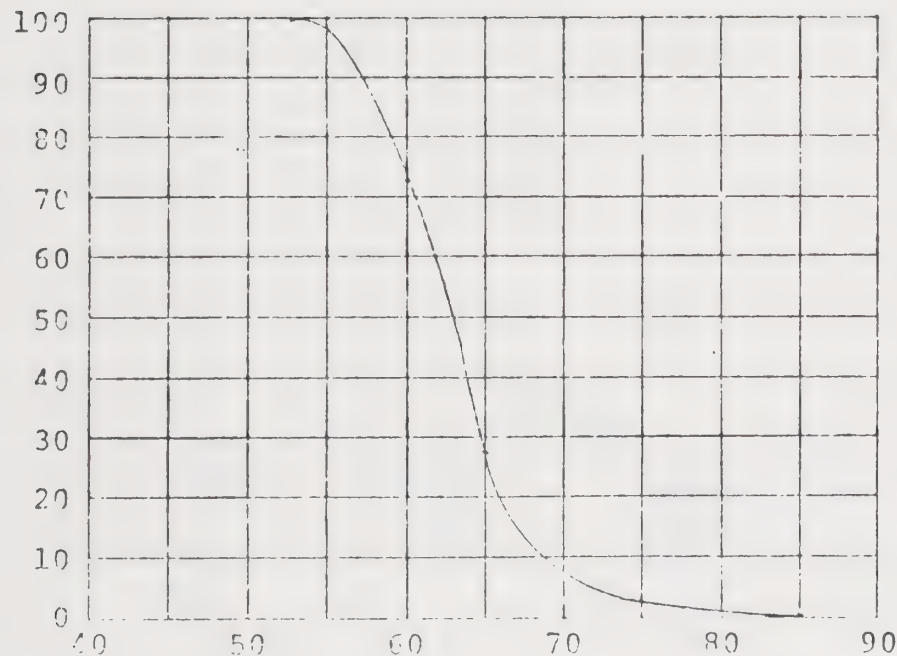
L_{dn} =

SHEET _____

NOISE LEVEL (dBA)



% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 16

MEASUREMENT LOCATION: 50 feet northwest of the NLT on 1st Street, 50 feet northeast of the NLT on Ocean Boulevard.

NOISE SOURCE: Mostly cars, vans and motorcycles on 1st Street and Ocean Boulevard (Sunday beach traffic).

IMPACT AREA: Residences on both sides of Ocean Boulevard, and residences on the southeast side of 1st Street.

DATE: 5/18/75

TIME: 1:55 PM

CHART

SPEED: 0.3 mm/sec

L_{10} = 68 dBA

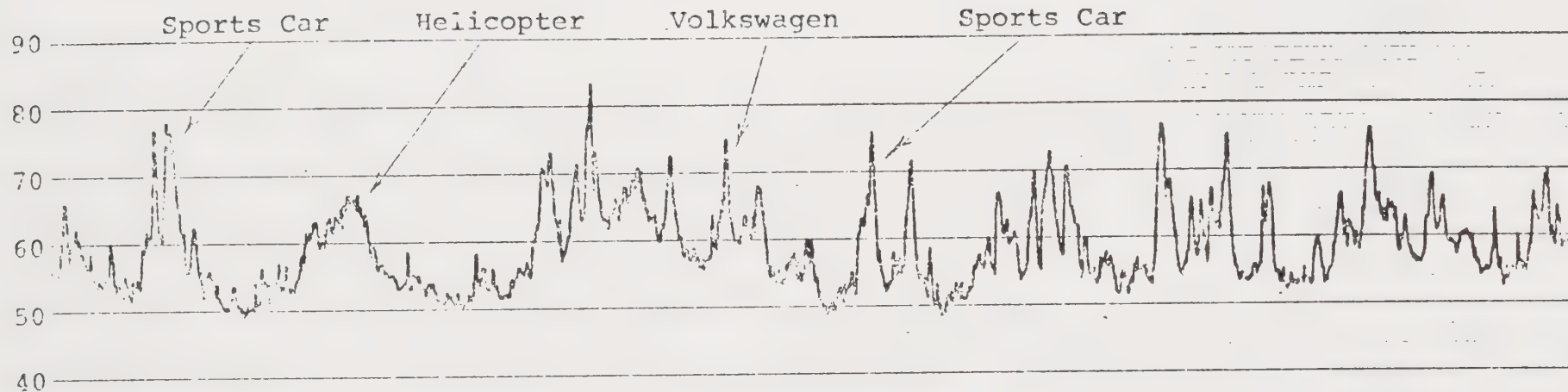
L_{50} = 63 dBA

L_{90} = 57 dBA

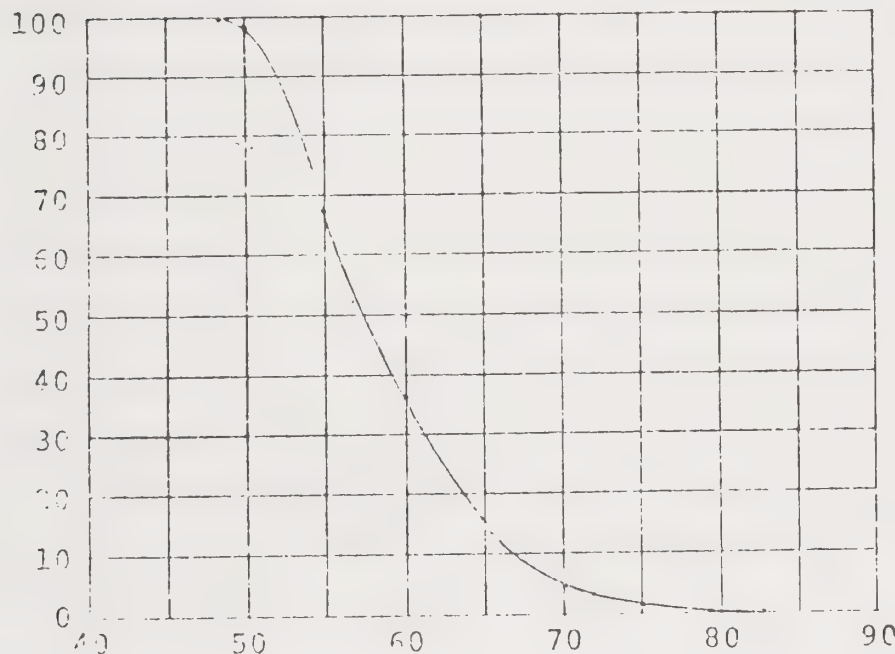
L_{dn} =

SHEET _____

NOISE LEVEL (dBA)



% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 17

MEASUREMENT LOCATION: At east curb of
5th Street, 100 feet northeast of Central Ave.

NOISE SOURCE: Mostly cars on 5th Street and
Central Avenue (Sunday beach traffic).

IMPACT AREA: Multiple family residences on
both sides of 5th Street.

DATE: 5/18/75

TIME: 2:15 PM

CHART

SPEED: 0.3 mm/sec

$L_{10} = 67$ dBA

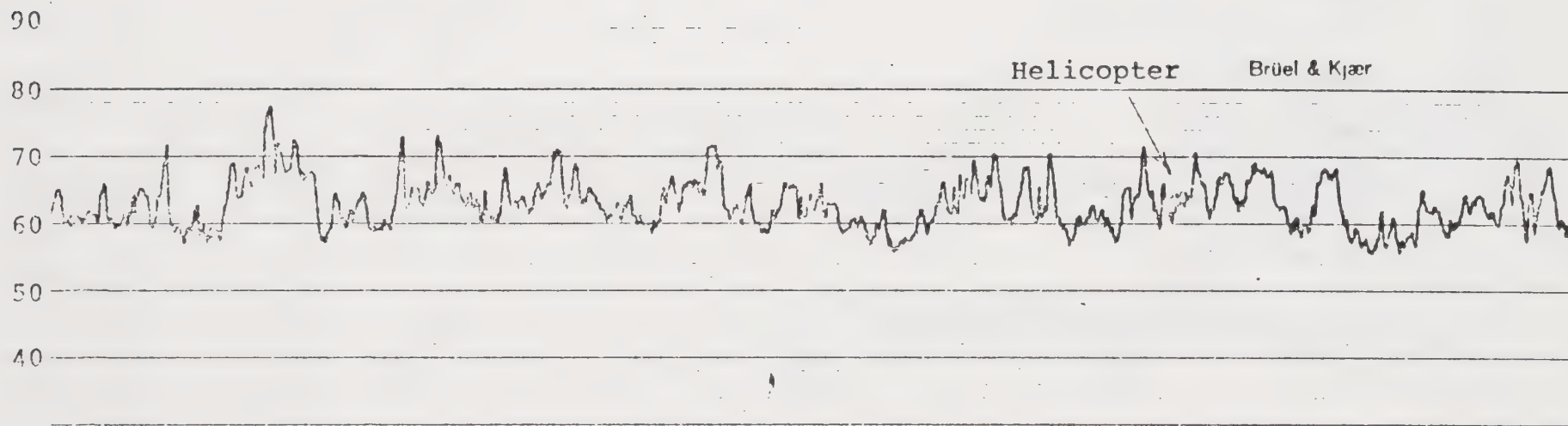
$L_{50} = 57$ dBA

$L_{90} = 52$ dBA

$L_{dn} =$

SHEET _____

NOISE LEVEL (dBA)



OP 0102

SITE: 18

MEASUREMENT LOCATION: At the western end of Electric Avenue on the "island" 50 feet southeast of the NLT on Marina Drive.

NOISE SOURCE: Mostly cars on Marina Drive.

IMPACT AREA: None at immediate site.

DATE: 5/9/75

$L_{10} = 68$ dBA

TIME: 3:27 PM

$L_{50} = 62$ dBA

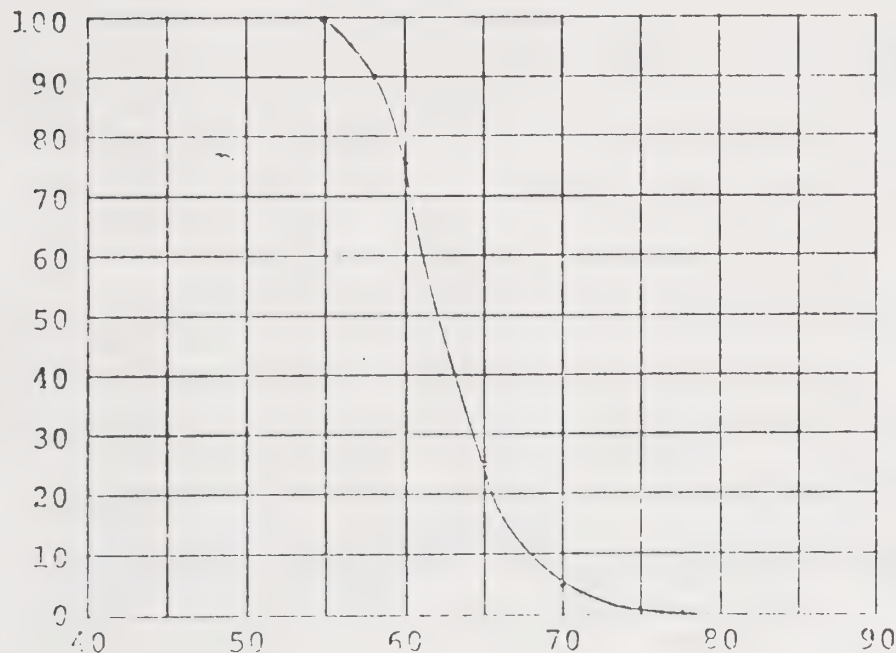
CHART

$L_{90} = 58$ dBA

SPEED: 0.3 mm/sec

$L_{dn} =$

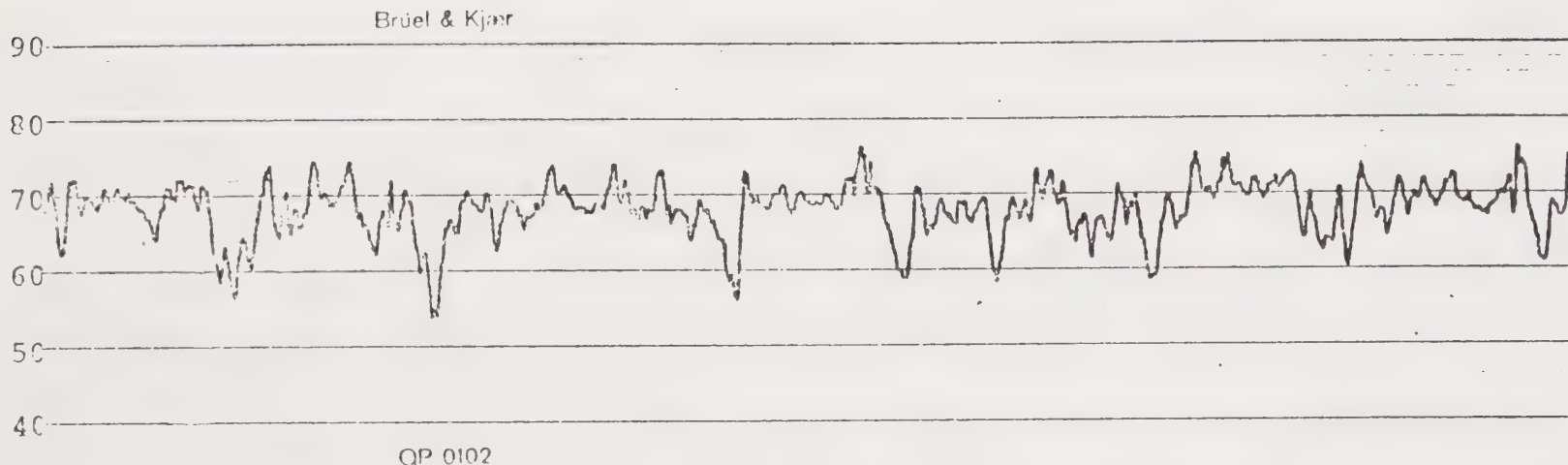
% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SHEET _____

NOISE LEVEL (dBA)



SITE: 19

MEASUREMENT LOCATION: 50 feet southwest of NLT on Pacific Coast Highway, midway between 14th Street and 15th Street.

NOISE SOURCE: Mostly cars on Pacific Coast Highway.

IMPACT AREA: Residential area on northeast side of Pacific Coast Highway and Glide'er Inn Restaurant southwest of site.

DATE: 5/6/75

$L_{10} = 72$ dBA

TIME: 5:36 PM

$L_{50} = 69$ dBA

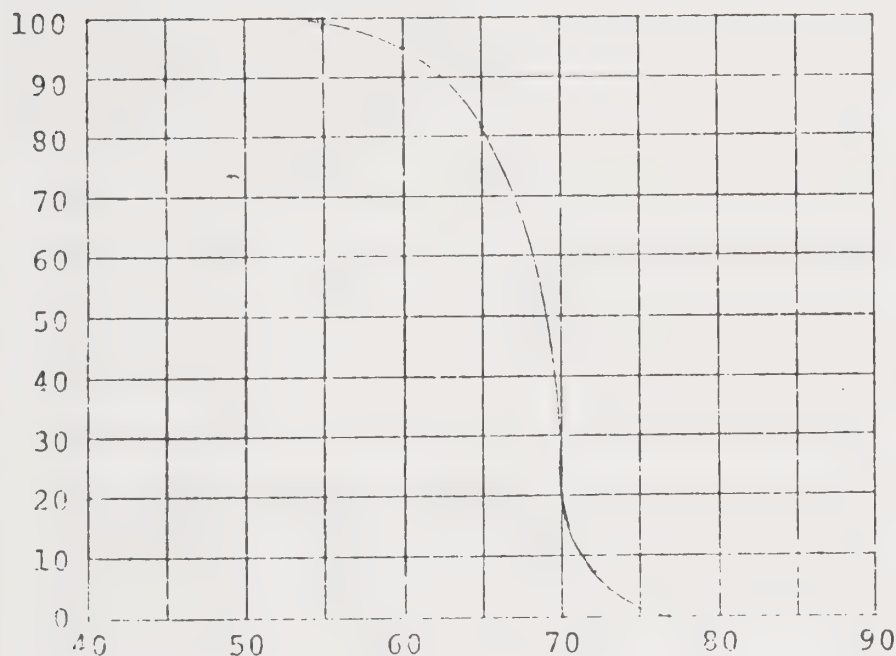
CHART

$L_{90} = 62$ dBA

SPEED: 0.3 mm/sec

$L_{dn} = 71$ dBA

% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SHEET _____

NOISE LEVEL (dBA)

90
80
70
60
50
40

Brüel & Kjaer

OP 0102

SITE: 19

MEASUREMENT LOCATION: 50 feet southwest of the NLT on Pacific Coast Highway, between 14th Street and 15th Street.

NOISE SOURCE: Mostly cars on Pacific Coast Highway (Sunday traffic).

IMPACT AREA: Residential area on the northeast side of Pacific Coast Highway.

DATE: 5/18/75

$L_{10} = 74$ dBA

TIME: 3:05 PM

$L_{50} = 68$ dBA

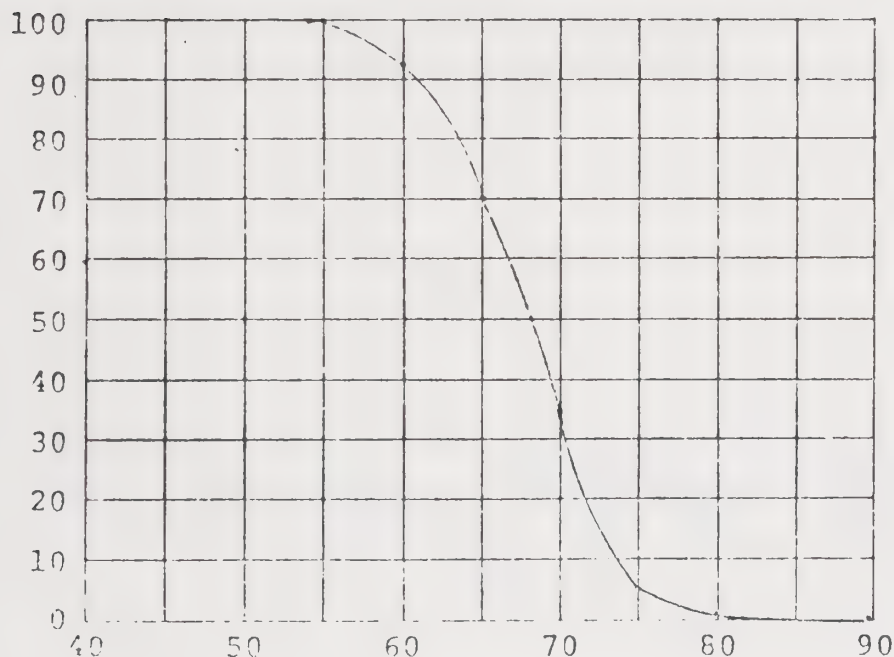
CHART

$L_{90} = 61$ dBA

SPEED: 0.3 mm/sec

$L_{dn} = 71$ dBA

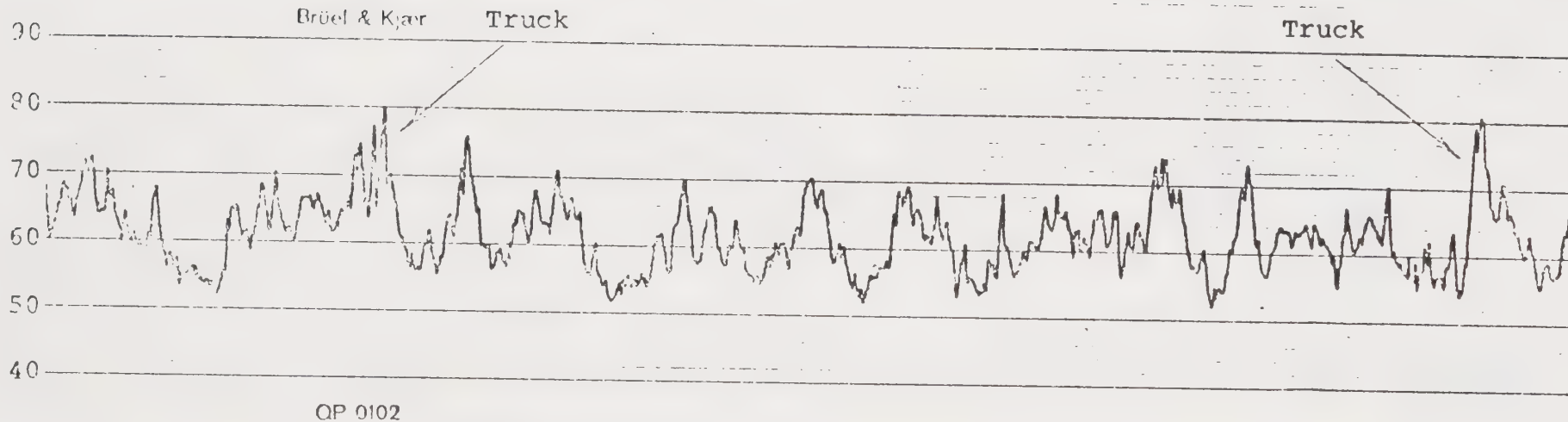
% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SHEET _____

NOISE LEVEL (dBA)



SITE: 20

MEASUREMENT LOCATION: 50 feet south of NLT on Bolsa Avenue, 125 feet west of Balboa in shopping center parking lot.

NOISE SOURCE: Cars and a few delivery trucks on Bolsa Avenue.

IMPACT AREA: Residential area on the north side of Bolsa Avenue.

DATE: 5/22/75

$L_{10} = 68$ dBA

TIME: 3:22 PM

$L_{50} = 61$ dBA

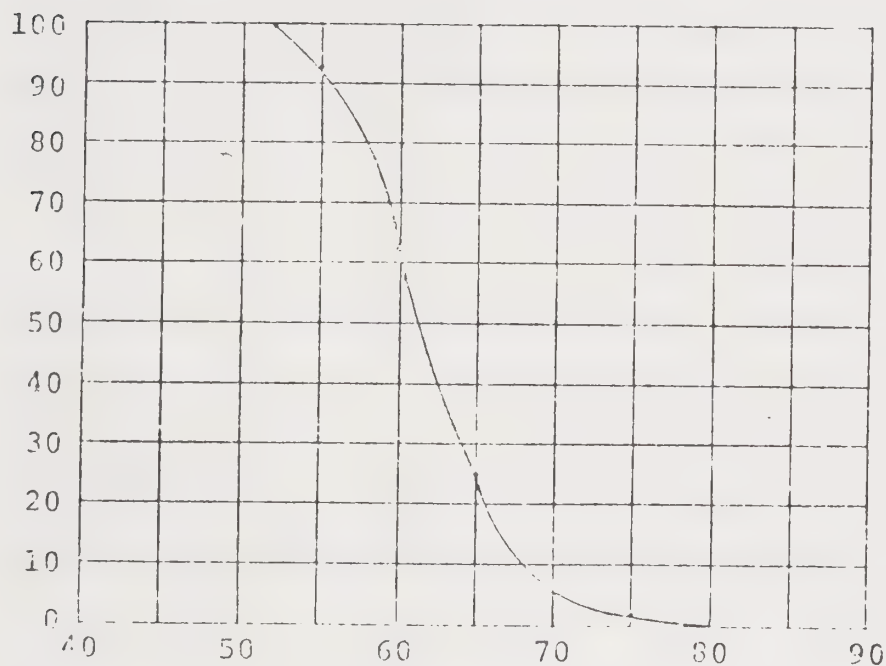
CHART

$L_{90} = 55$ dBA

SPEED: 0.3 mm/sec

$L_{dn} = 62$ dBA

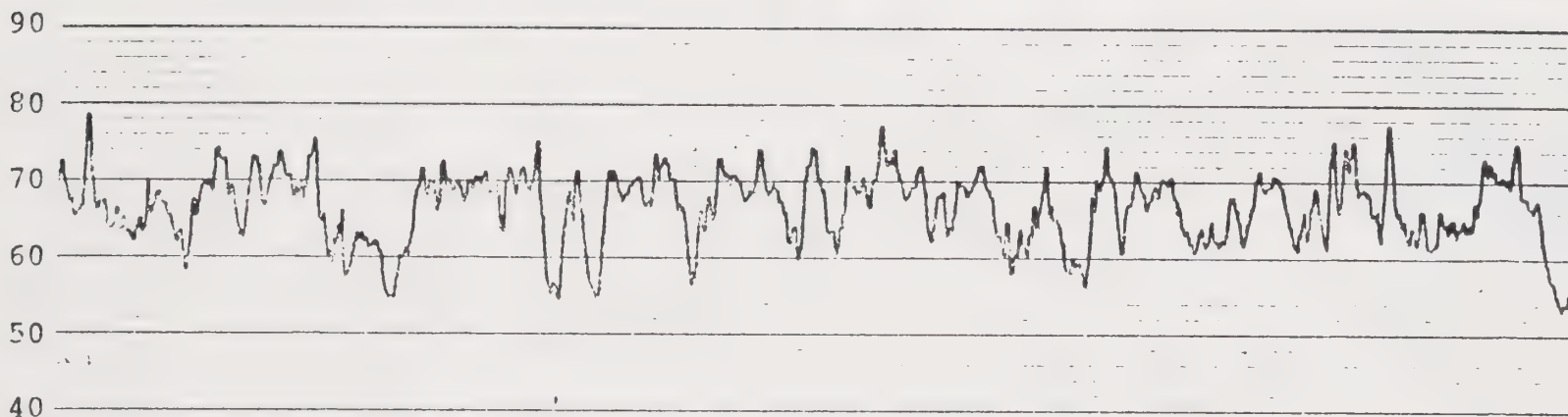
% OF TIME EXCEEDED



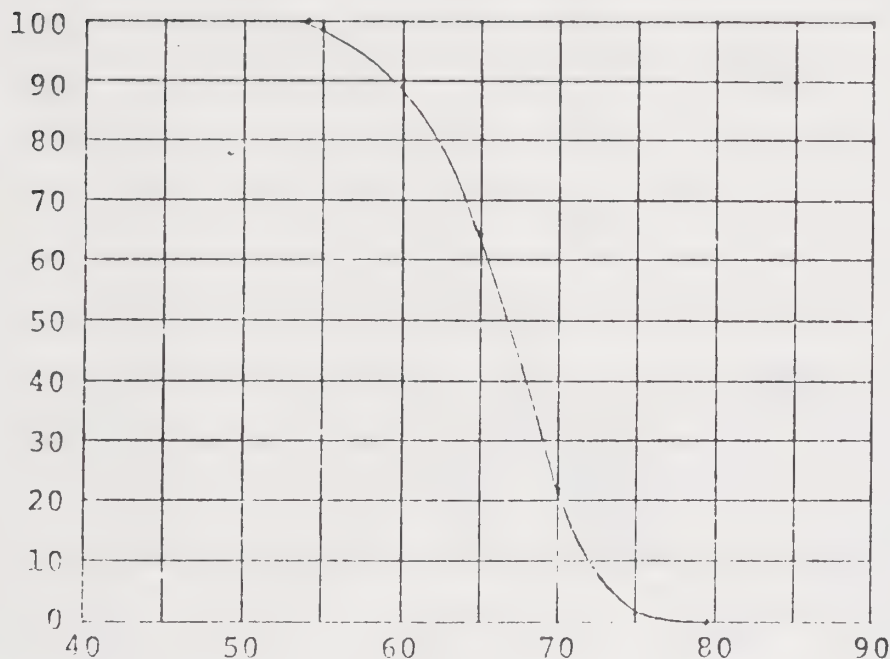
NOISE LEVEL (dBA)

SHEET _____

NOISE LEVEL (dBA)



% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 21

MEASUREMENT LOCATION: In parking lot of Oakwood Garden Apartments, 50 feet west of NLT on Pacific Coast Highway, approximately 200 feet north of 1st Street.

NOISE SOURCE: Mostly cars on Pacific Coast Highway.

IMPACT AREA: Oakwood Garden Apartments facing Pacific Coast Highway.

DATE: 5/13/75

$L_{10} = 72$ dBA

TIME: 6:01 PM

$L_{50} = 67$ dBA

CHART

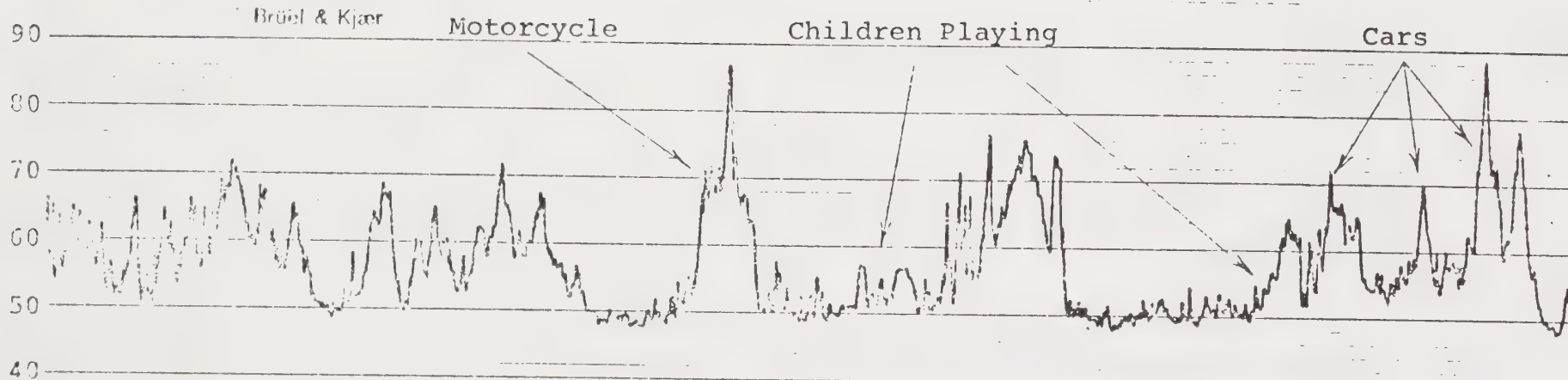
$L_{90} = 60$ dBA

SPEED: 0.3 mm/sec

$L_{dn} = 72$ dBA

SHEET _____

NOISE LEVEL (dBA)



QP 0102

SITE: 22

MEASUREMENT LOCATION: At north curbside of Catalina Avenue, 50 feet west of NLT on Balboa.

NOISE SOURCE: Mostly children playing in yard of residence on the southwest corner of Catalina and Balboa; very little vehicular traffic in the area.

IMPACT AREA: None

DATE: 5/22/75

TIME: 4:40 PM

CHART

SPEED: 0.3 mm/sec

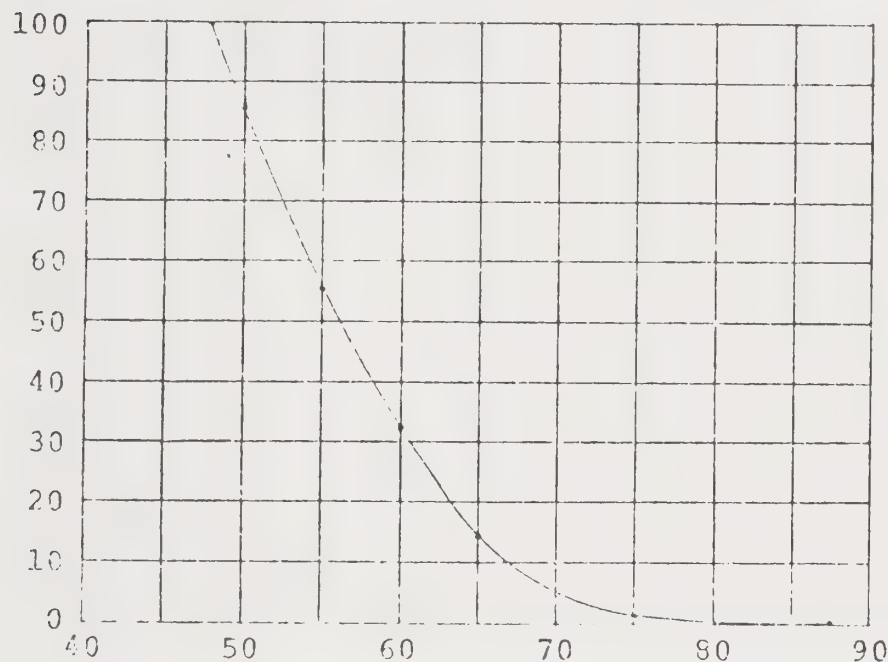
$L_{10} = 67$ dBA

$L_{50} = 56$ dBA

$L_{90} = 49$ dBA

$L_{dn} =$

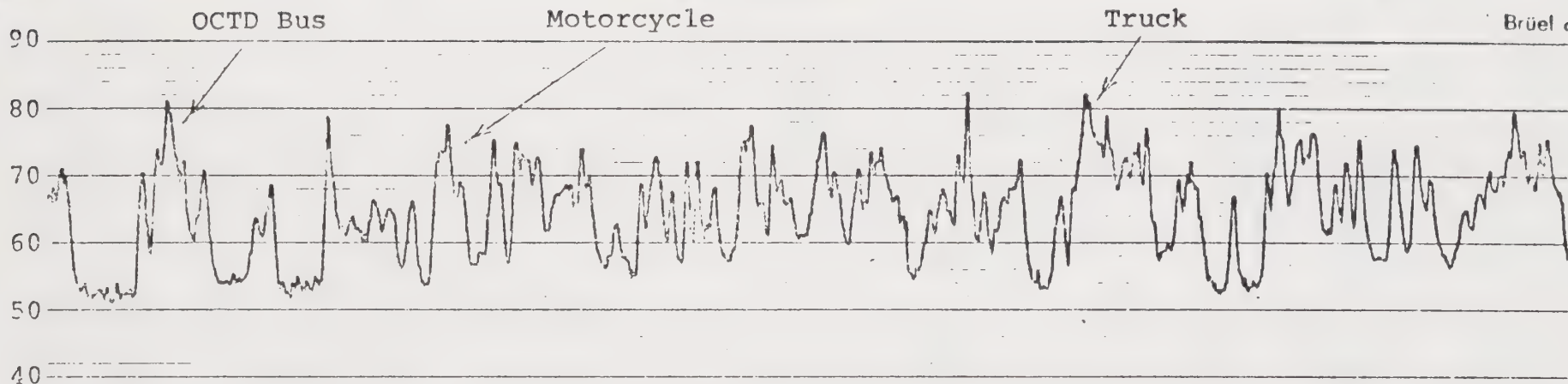
% OF TIME EXCEEDED



NOISE LEVEL (dBA)

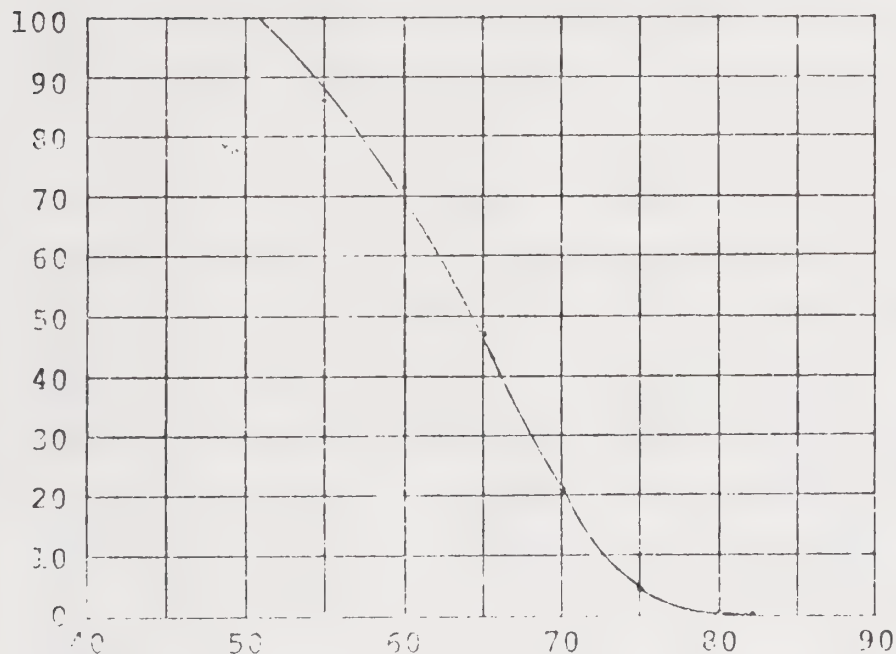
SHEET _____

NOISE LEVEL (dBA)



OP

% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 23

MEASUREMENT LOCATION: 50 feet northwest of NLT on Seal Beach Blvd., at end of private road (approx. 300 feet southwest of Forrestal).

NOISE SOURCE: Cars and motorcyces on Seal Beach Boulevard.

IMPACT AREA: None

DATE: 5/22/75

TIME: 5:15 PM

CHART

SPEED: 0.3 mm/sec

$L_{10} = 73$ dBA

$L_{50} = 64$ dBA

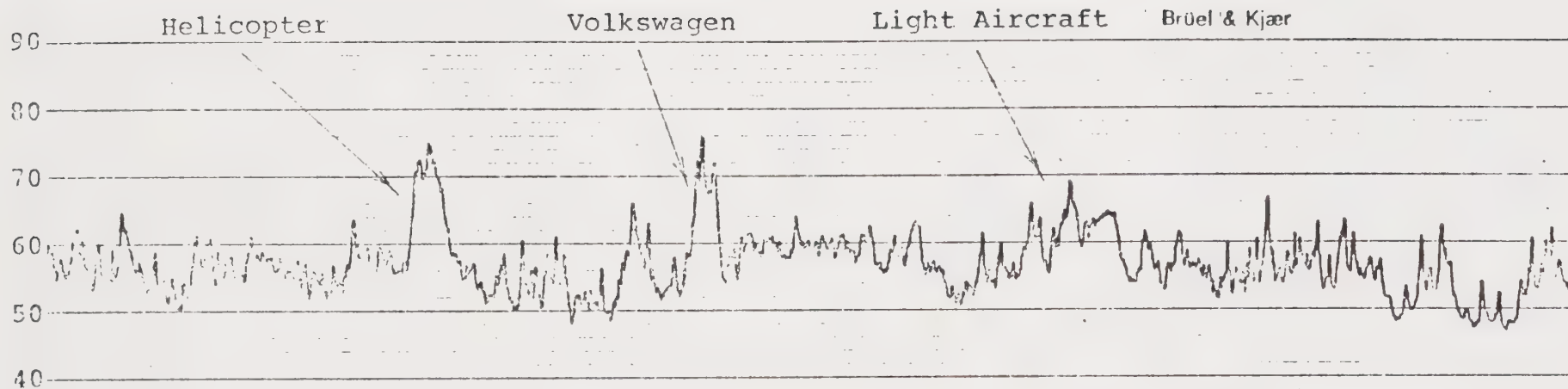
$L_{90} = 54$ dBA

$L_{dn} = 68$ dBA

SHEET _____

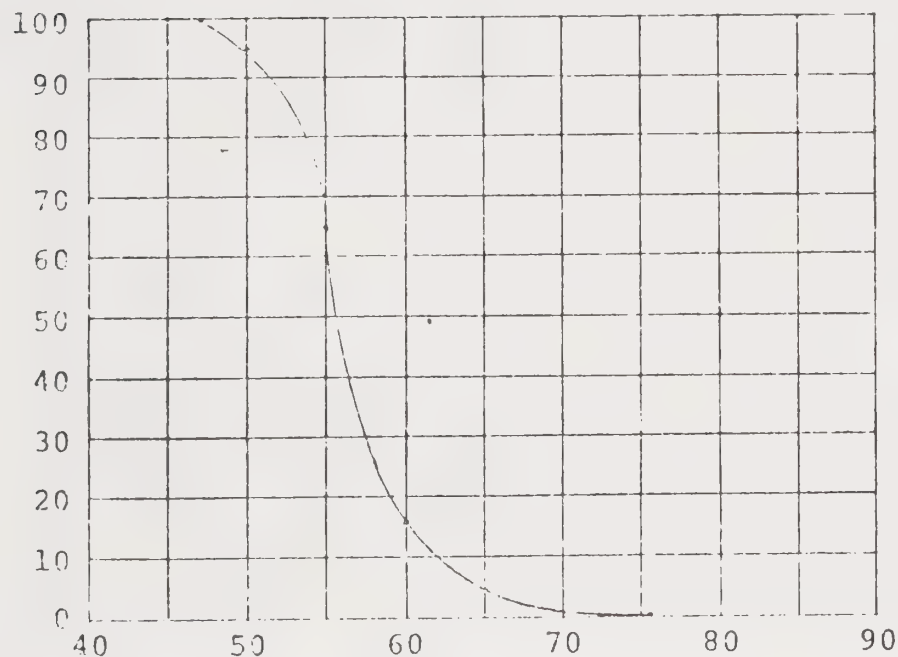
BIO-ACOUSTICAL ENGINEERING CORPORATION

NOISE LEVEL (dBA)



QP 0102

% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 24

MEASUREMENT LOCATION: On Anderson Street near the exit from Surfside.

NOISE SOURCE: Mostly residual noise from vehicular traffic on Pacific Coast Highway.

IMPACT AREA: None at immediate site.

DATE: 5/23/75

TIME: 9:25 AM

CHART

SPEED: 0.3 mm/sec

L_{10} = 62 dBA

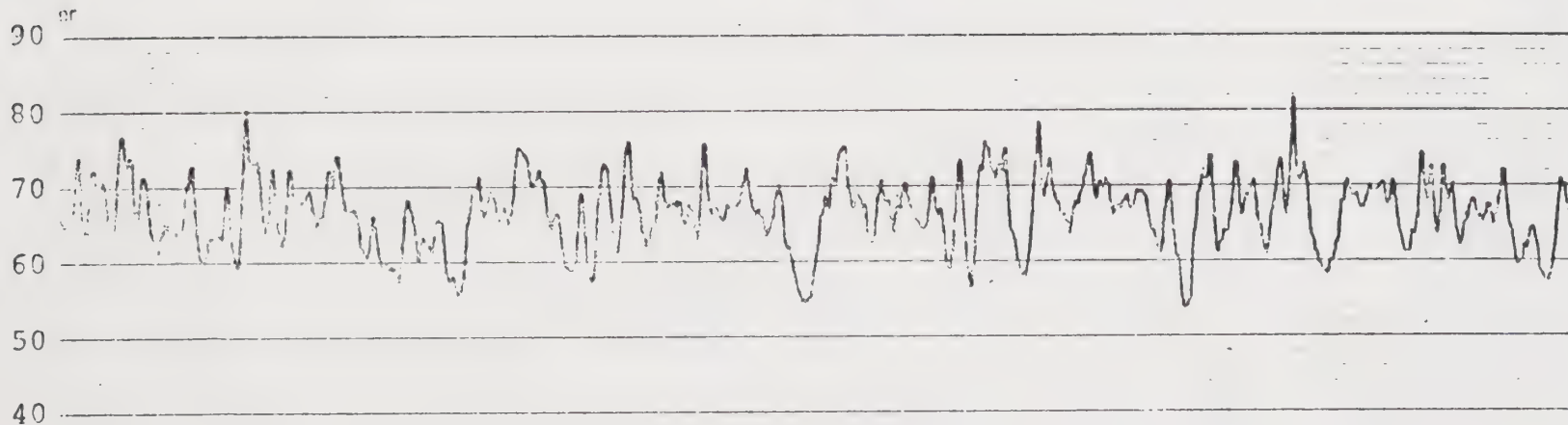
L_{50} = 56 dBA

L_{90} = 51 dBA

L_{dn} = 63 dBA

SHEET _____

NOISE LEVEL (dBA)



SITE: 25

MEASUREMENT LOCATION: At city western boundary on Westminster Avenue, 50 feet north of NLT on Westminster Avenue.

NOISE SOURCE: Vehicular traffic on Westminster Avenue.

IMPACT AREA: None at immediate site.

DATE: 5/13/75

L_{10} = 72 dBA

TIME: 5:40 PM

L_{50} = 67 dBA

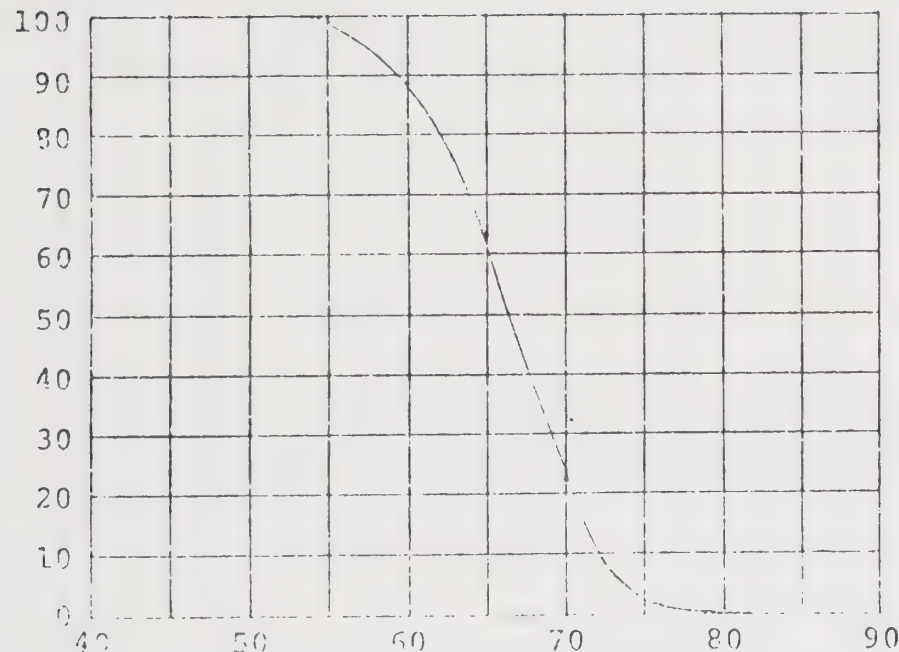
CHART

L_{90} = 60 dBA

SPEED: 0.3 mm/sec

L_{dn} = 70 dBA

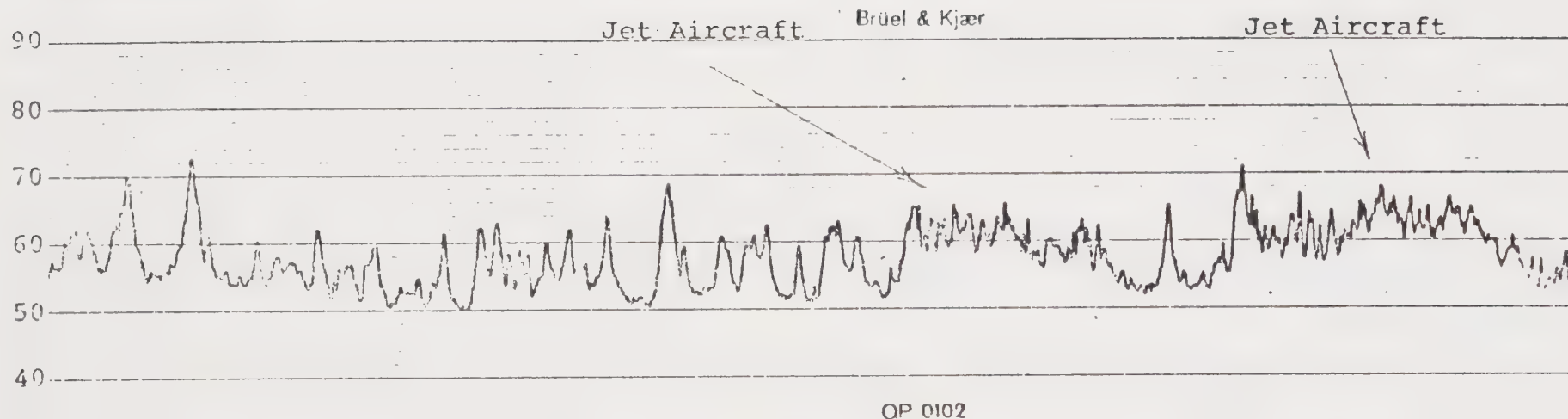
% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SHEET _____

NOISE LEVEL (dBA)



SITE: 26

MEASUREMENT LOCATION: In Leisure World, 50 feet southwest of the NLT on St. Andrews Drive, 75 feet northwest of Tam O'Shanter Road.

NOISE SOURCE: Mostly slow moving cars on St. Andrews Drive.

IMPACT AREA: None

DATE: 5/23/75

TIME: 10:05 AM

CHART

SPEED: 0.3 mm/sec

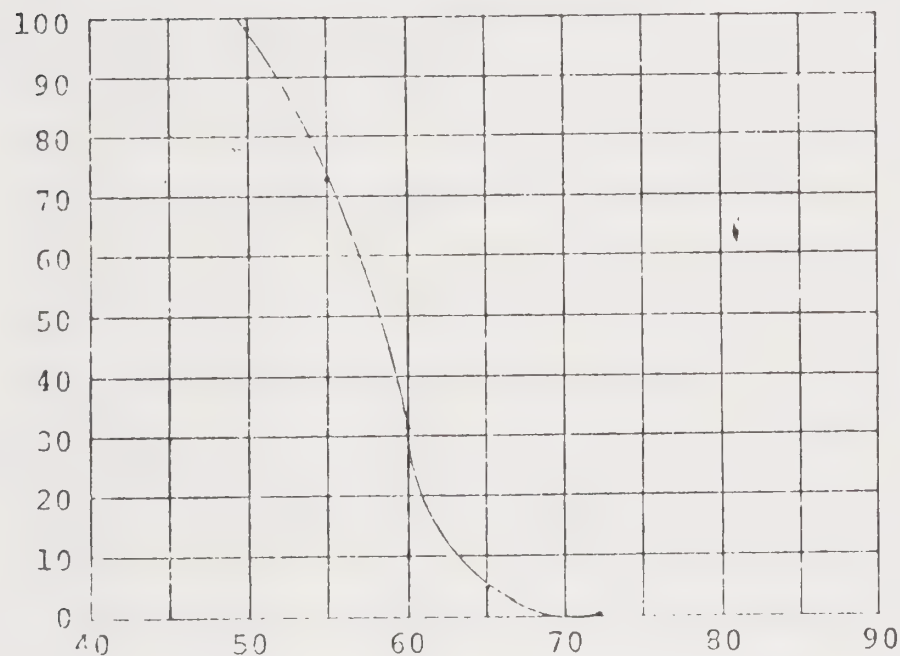
$L_{10} = 63$ dBA

$L_{50} = 58$ dBA

$L_{90} = 52$ dBA

$L_{dn} =$

% OF TIME EXCEEDED

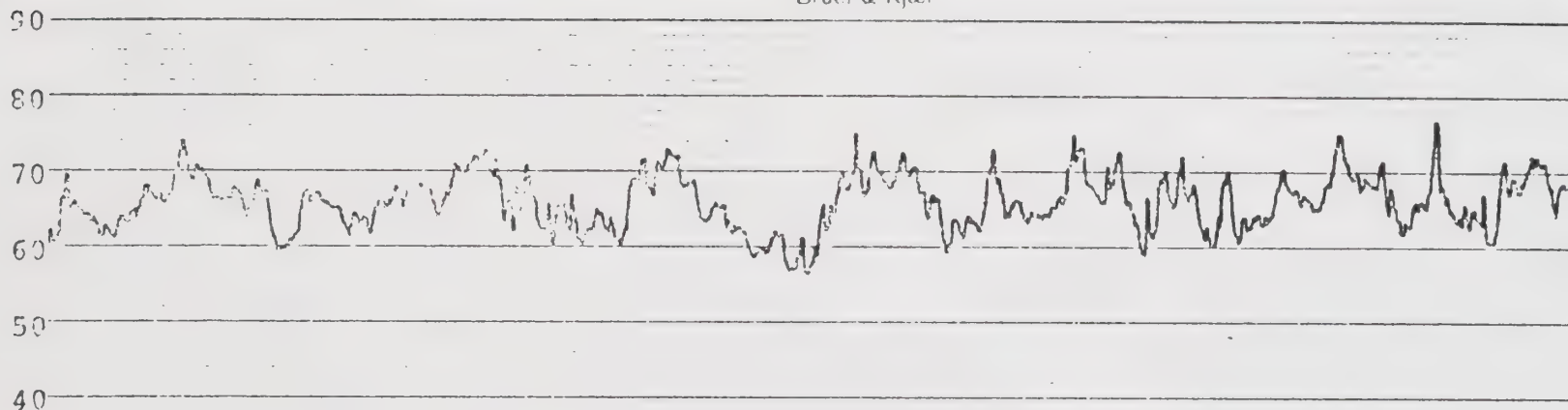


NOISE LEVEL (dBA)

SHEET _____

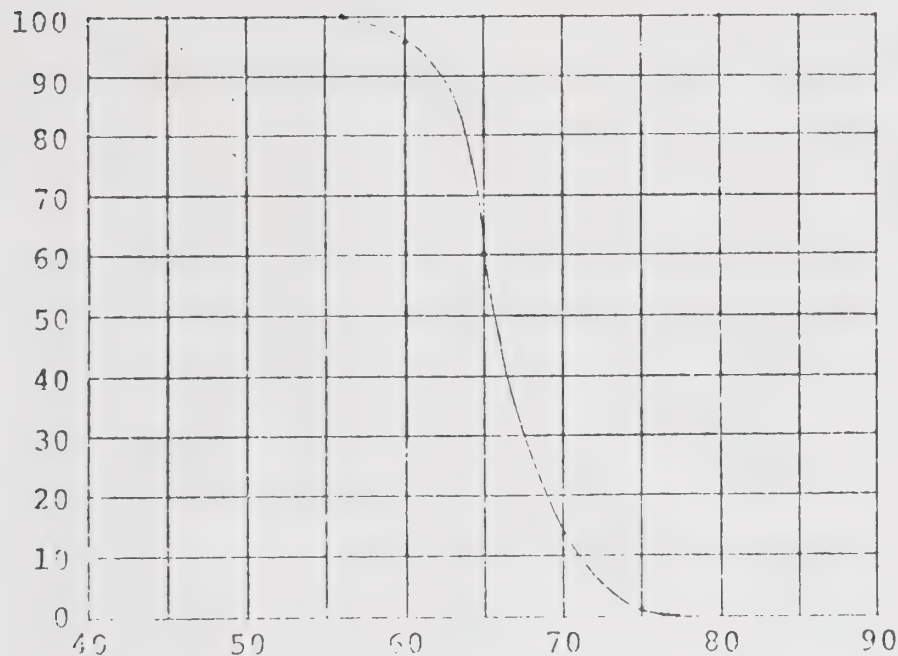
NOISE LEVEL (dBA)

Brüel & Kjær



QP 0102

% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 27

MEASUREMENT LOCATION: 50 feet west of NLT on Seal Beach Boulevard, approximately 300 feet north of St. Cloud.

NOISE SOURCE: Mostly cars on Los Alamitos Boulevard.

IMPACT AREA: None (site is commercial).

DATE: 5/6/75

TIME: 4:36 PM

CHART

SPEED: 0.3 mm/sec

$L_{10} = 71$ dBA

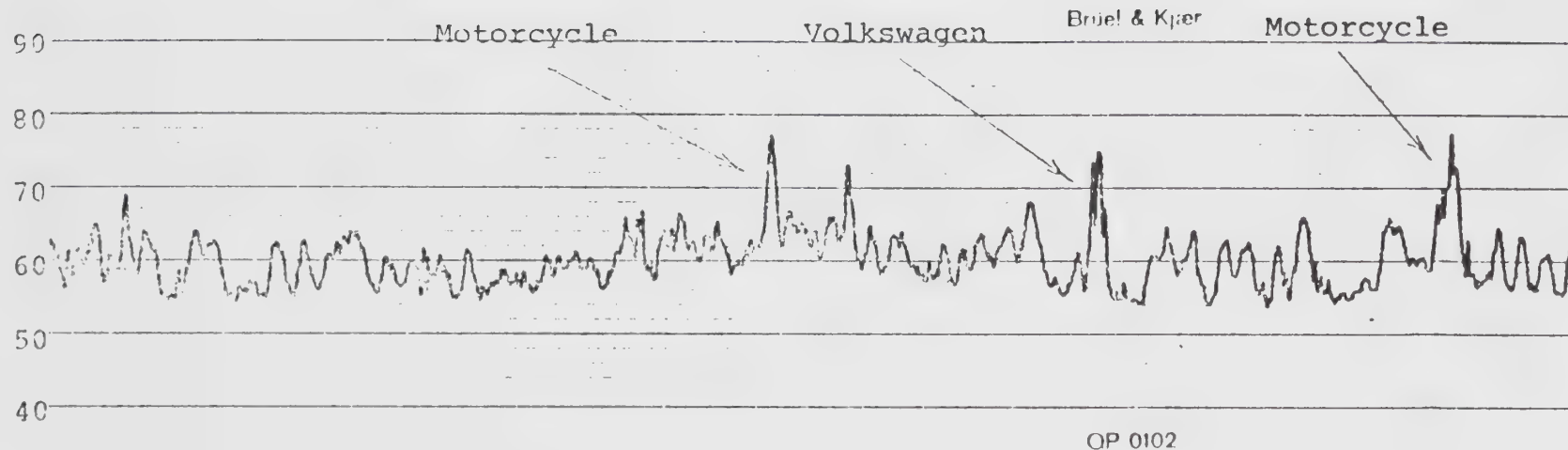
$L_{50} = 66$ dBA

$L_{90} = 62$ dBA

$L_{dn} = 69$ dBA

SHEET _____

NOISE LEVEL (dBA)



SITE: 27A

MEASUREMENT LOCATION: 50 feet east of NLT on Montecito in Rossmoor Business Center parking lot, across from eastern terminus of Copa De Oro.

NOISE SOURCE: Mostly cars on Montecito.

IMPACT AREA: Rossmoor Chateau Condominiums north of site.

DATE: 5/6/75

TIME: 4:16 PM

CHART

SPEED: 0.3 mm/sec

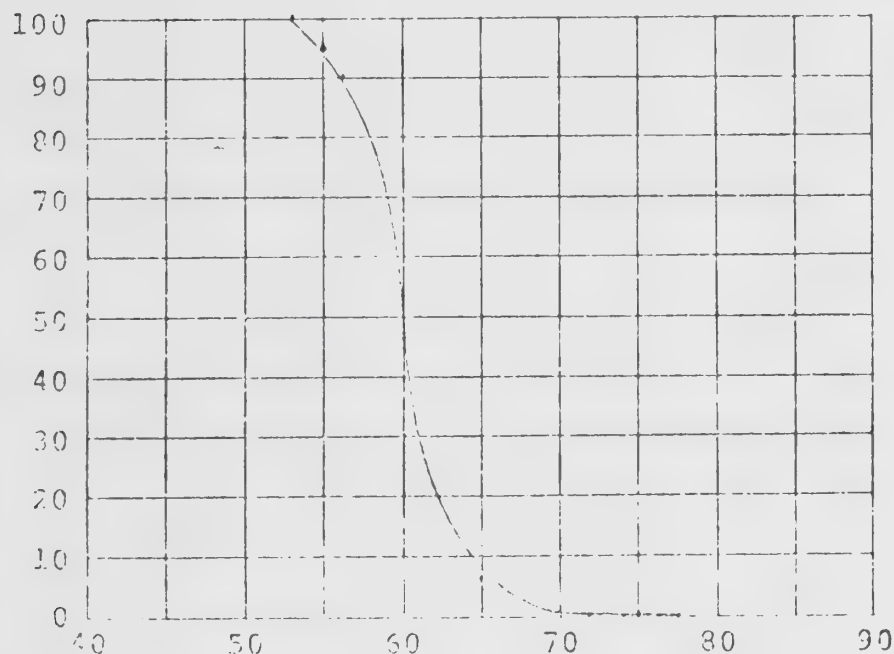
L_{10} = 64 dBA

L_{50} = 60 dBA

L_{90} = 56 dBA

L_{dn} =

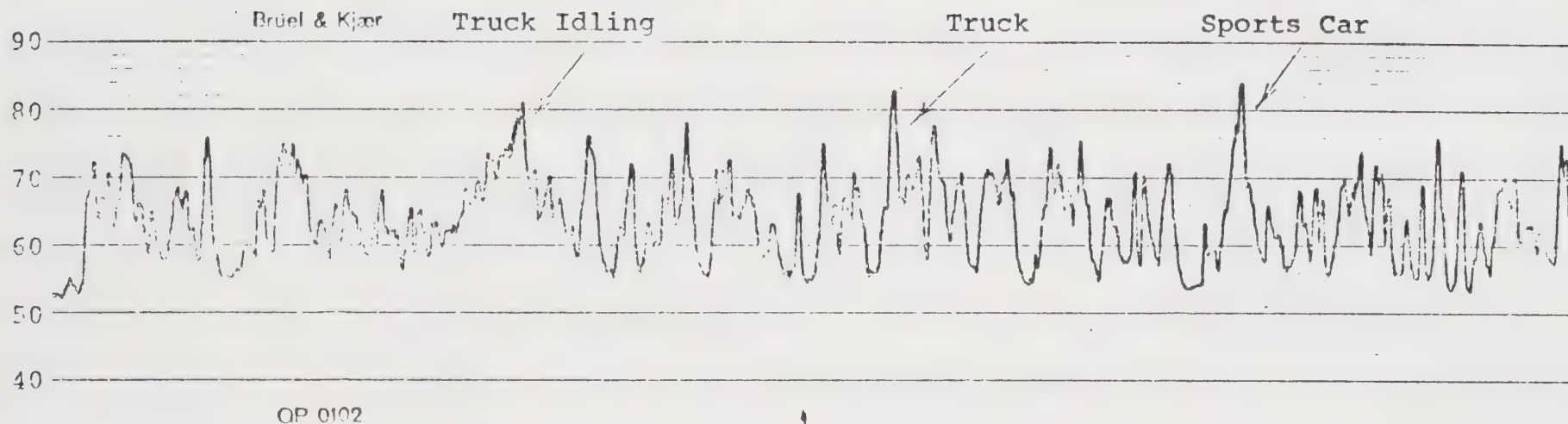
% OF TIME EXCEEDED



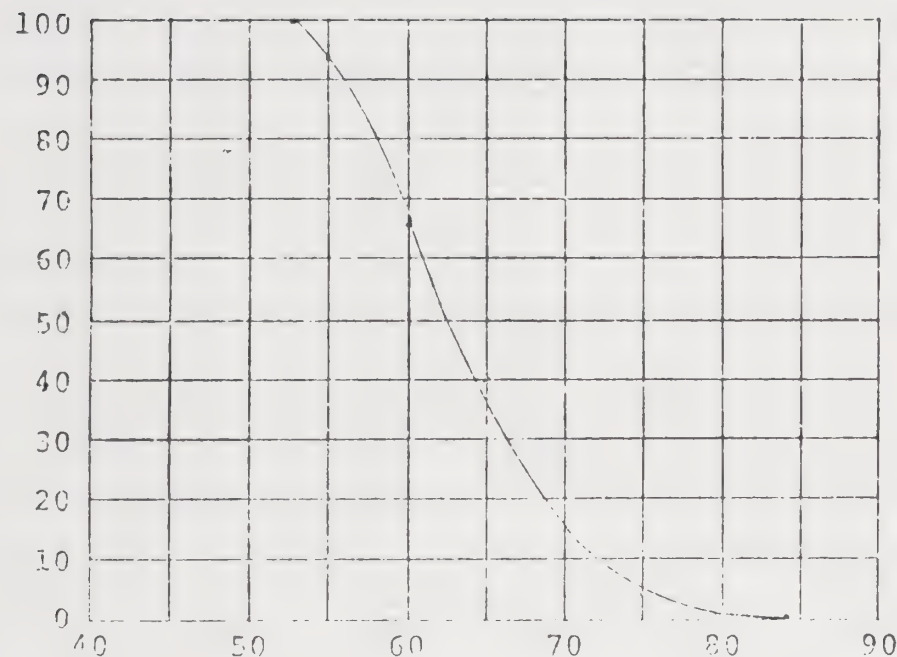
NOISE LEVEL (dBA)

SHEET _____

NOISE LEVEL (dBA)



% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 28

MEASUREMENT LOCATION: On Candleberry Avenue
50 feet south of the NLT on Lampson Avenue.

NOISE SOURCE: Vehicular traffic on
Lampson Avenue.

IMPACT AREA: Dwellings east of the site
immediately adjacent to Lampson Avenue.

DATE: 6/3/75

TIME: 4:30 PM

CHART

SPEED: 0.3 mm/sec

L_{10} = 72 dBA

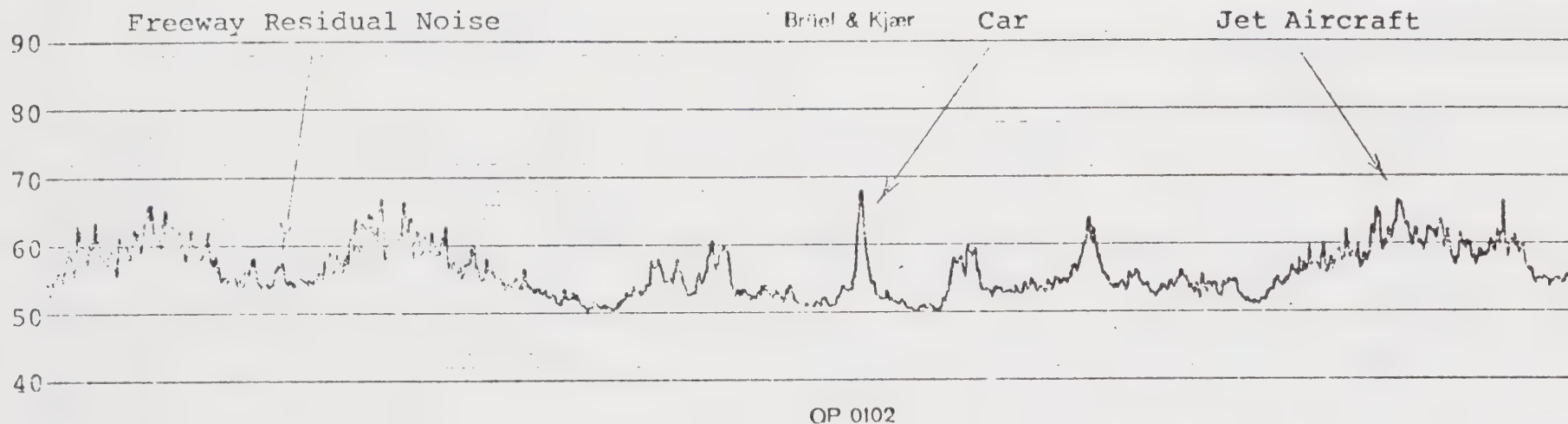
L_{50} = 62 dBA

L_{90} = 56 dBA

L_{dn} = 66 dBA

SHEET _____

NOISE LEVEL (dBA)



SITE: 29

MEASUREMENT LOCATION: At east curbside of Fuchsia Street, 50 feet north of the NLT on Candleberry Avenue.

NOISE SOURCE: A few cars on Fuchsia and Candleberry.

IMPACT AREA: None

DATE: 5/23/75

TIME: 10:38 AM

CHART
SPEED: 0.3 mm/sec

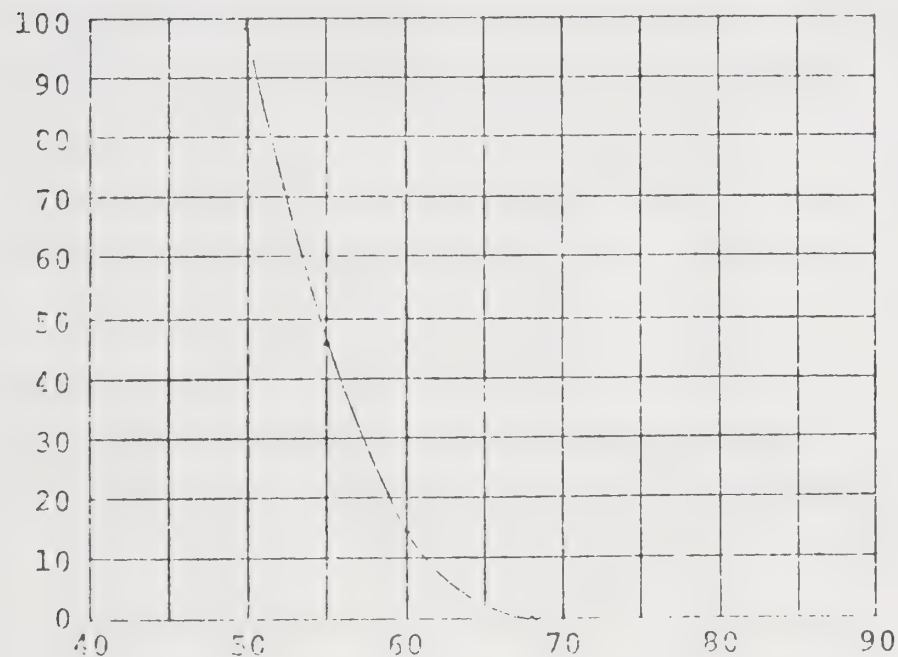
$L_{10} = 61$ dBA

$L_{50} = 55$ dBA

$L_{90} = 51$ dBA

$L_{dn} =$

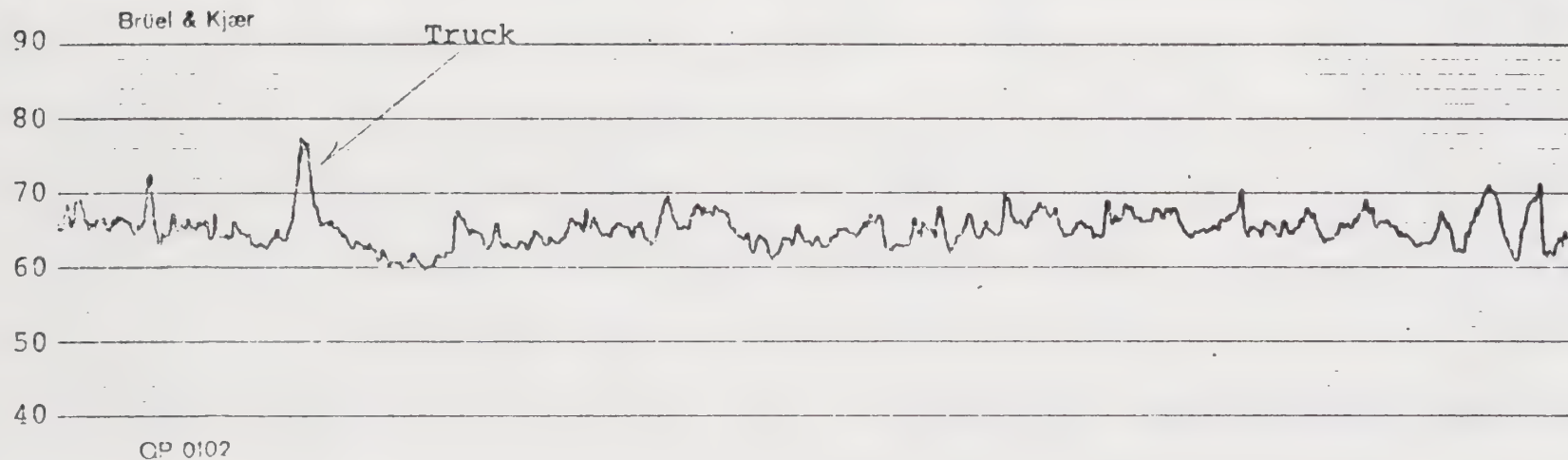
% OF TIME EXCEEDED



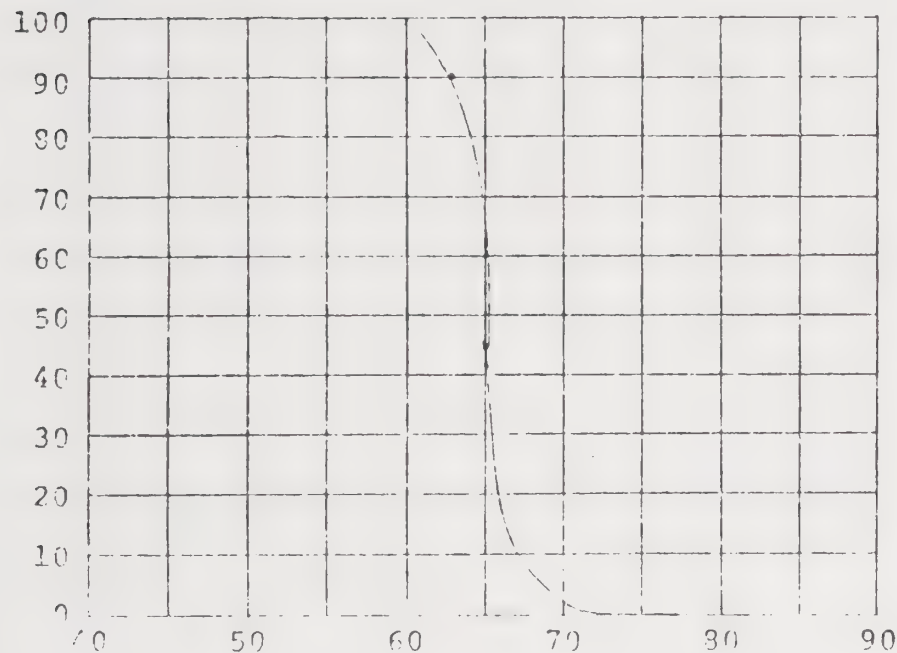
NOISE LEVEL (dBA)

SHEET _____

NOISE LEVEL (dBA)



% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SITE: 30

MEASUREMENT LOCATION: In College Park West, at chain link fence near basketball court south of College Park Drive, 100 feet north of NLT on westbound 7th Street.

NOISE SOURCE: Mostly cars on 7th Street.

IMPACT AREA: None at immediate site.

DATE: 5/14/75

$L_{10} = 67$ dBA

TIME: 7:30 AM

$L_{50} = 65$ dBA

CHART

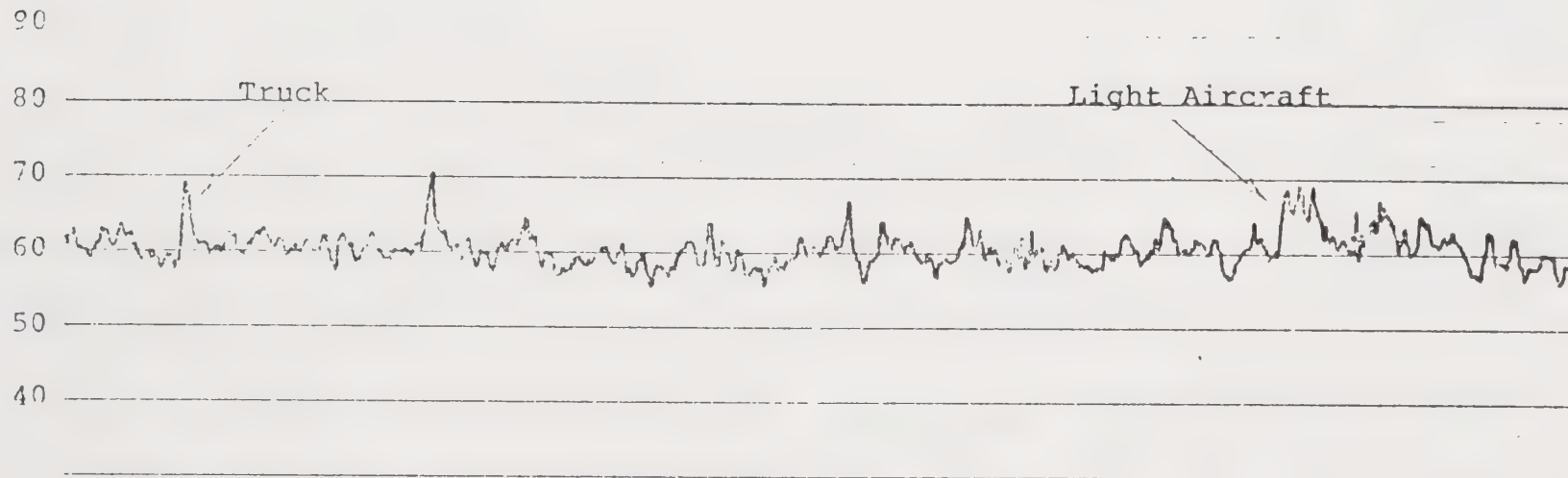
$L_{90} = 63$ dBA

SPEED: 0.3 mm/sec

$L_{dn} =$

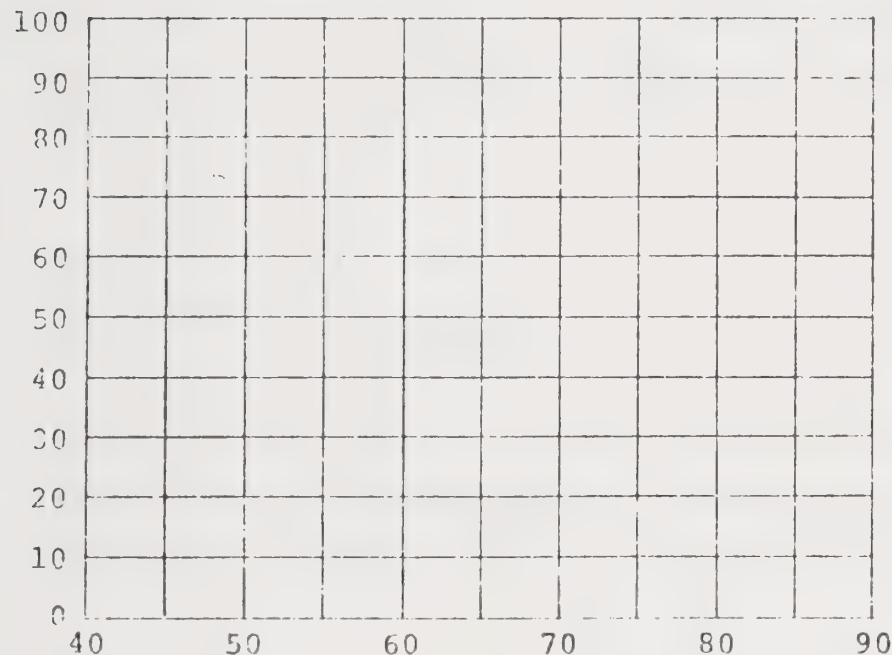
SHEET _____

NOISE LEVEL (dBA)



SITE: 31

% OF TIME EXCEEDED



NOISE LEVEL (dBA)

MEASUREMENT LOCATION: In Leisure World, at intersection of Nassau Drive and Oak Hills Drive, 40 feet south of perimeter wall about 150 feet from vehicular traffic on eastbound 7th St

NOISE SOURCE: Mostly cars on westbound 7th Street (vehicles are visible over the top of the perimeter wall because 7th Street is elevated at this point).

IMPACT AREA: Dwelling units facing 7th Street in Buildings 219, 225, 226, 228, 217 and 218.

DATE: 5/13/75

 $L_{10} = 63$ dBA

TIME: 4:37 PM

 $L_{50} = 60$ dBA

CHART

 $L_{90} = 58$ dBA

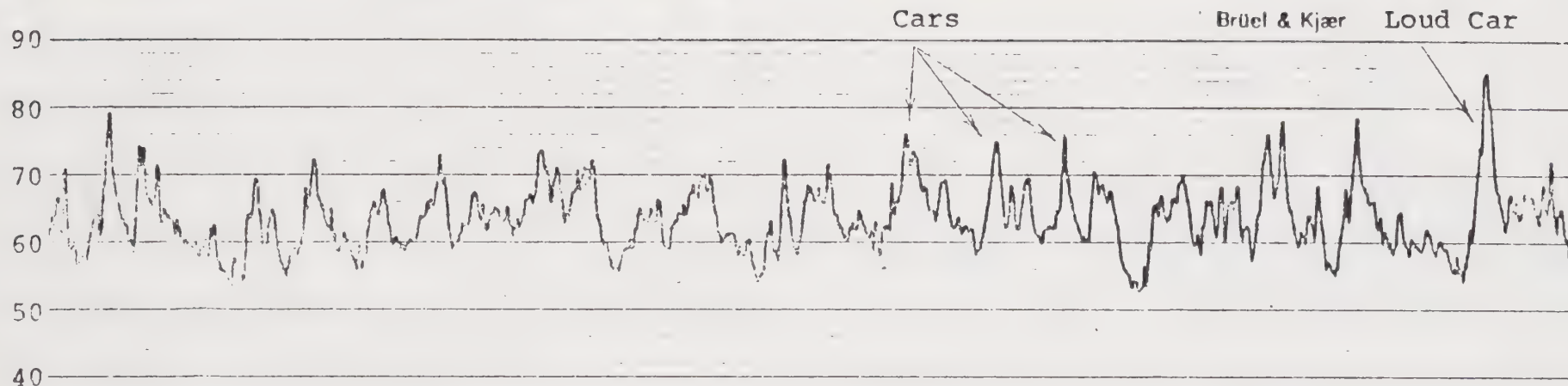
SPEED: 0.3 mm/sec

 $L_{dn} = 65$ dBA

SHEET _____

BIO-ACOUSTICAL ENGINEERING CORPORATION

NOISE LEVEL (dBA)



QP 0102

SITE: 32

MEASUREMENT LOCATION: 50 feet north of the NLT on Westminster Avenue, 100 feet west of Bolsa Chica Road.

NOISE SOURCE: Mostly cars on Westminster Avenue.

IMPACT AREA: None

DATE: 5/22/75

TIME: 1:50 PM

CHART

SPEED: 0.3 mm/sec

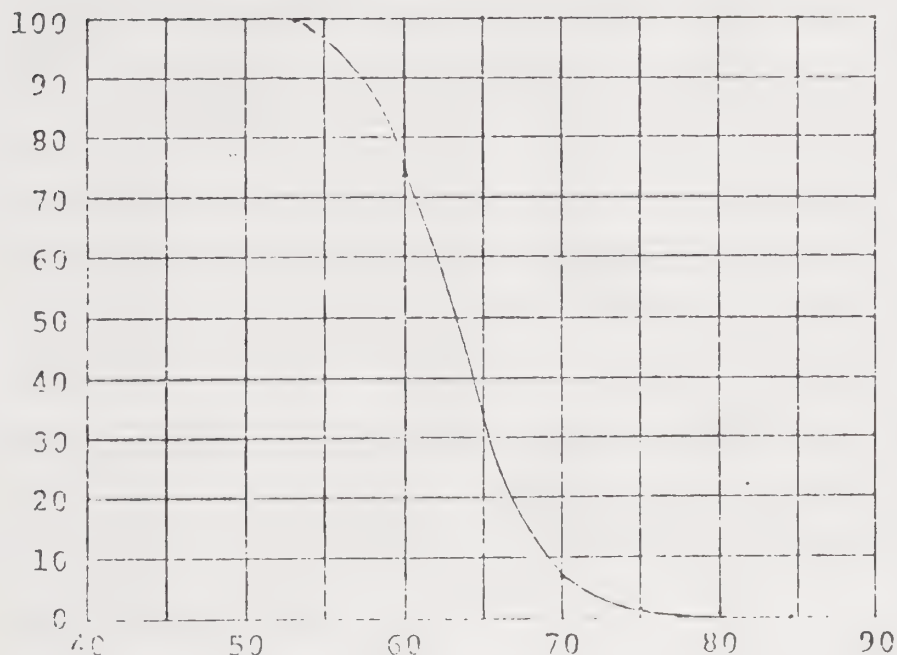
$L_{10} = 69$ dBA

$L_{50} = 63$ dBA

$L_{90} = 57$ dBA

$L_{dn} = 68$ dBA

% OF TIME EXCEEDED



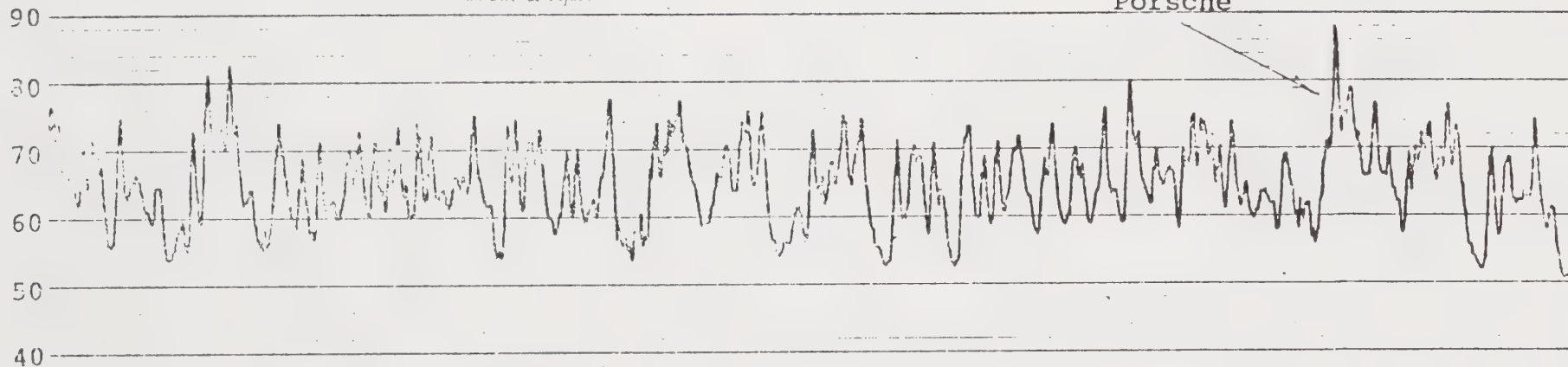
NOISE LEVEL (dBA)

SHEET _____

NOISE LEVEL (dBA)

Brüel & Kjær

Porsche



QP 0102

SITE: 33

MEASUREMENT LOCATION: 50 feet west of NLT on Bolsa Chica Road, 150 feet south of Argosy.

NOISE SOURCE: Mostly cars on Bolsa Chica Road.

IMPACT AREA: None

DATE: 5/22/75

TIME: 2:45 PM

CHART

SPEED: 0.3 mm/sec

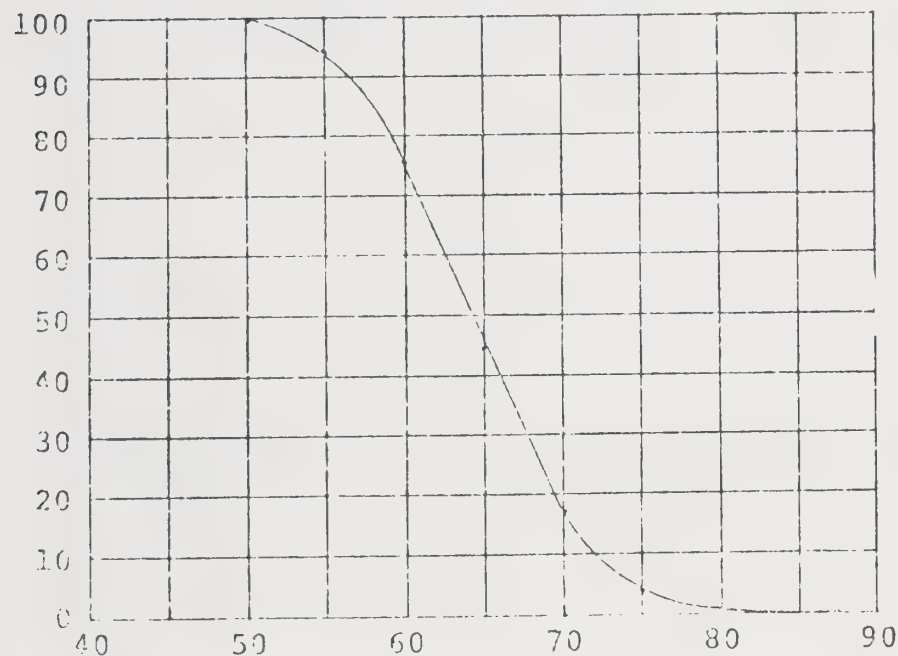
$L_{10} = 72$ dBA

$L_{50} = 64$ dBA

$L_{90} = 56$ dBA

$L_{dn} = 69$ dBA

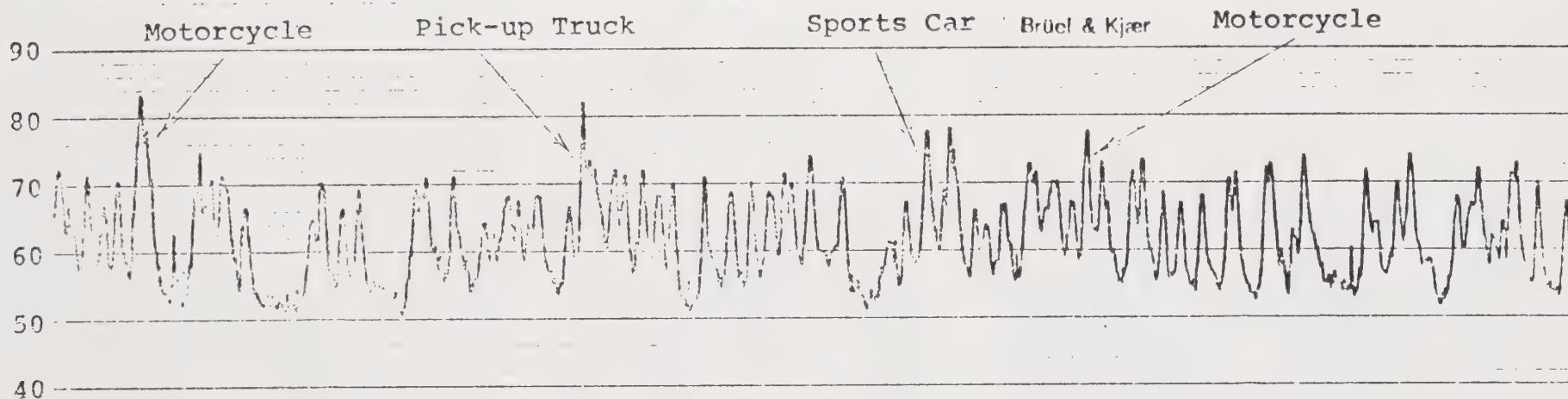
% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SHEET _____

NOISE LEVEL (dBA)



OP 0102

SITE: 34

MEASUREMENT LOCATION: 50 feet north of NLT on Edinger, approximately 500 feet west of Bolsa Chica Road, near Waikiki.

NOISE SOURCE: Cars and motorcycles on Edinger.

IMPACT AREA: None on the Seal Beach side of Edinger.

DATE: 5/22/75

TIME: 2:15 PM

CHART

SPEED: 0.3 mm/sec

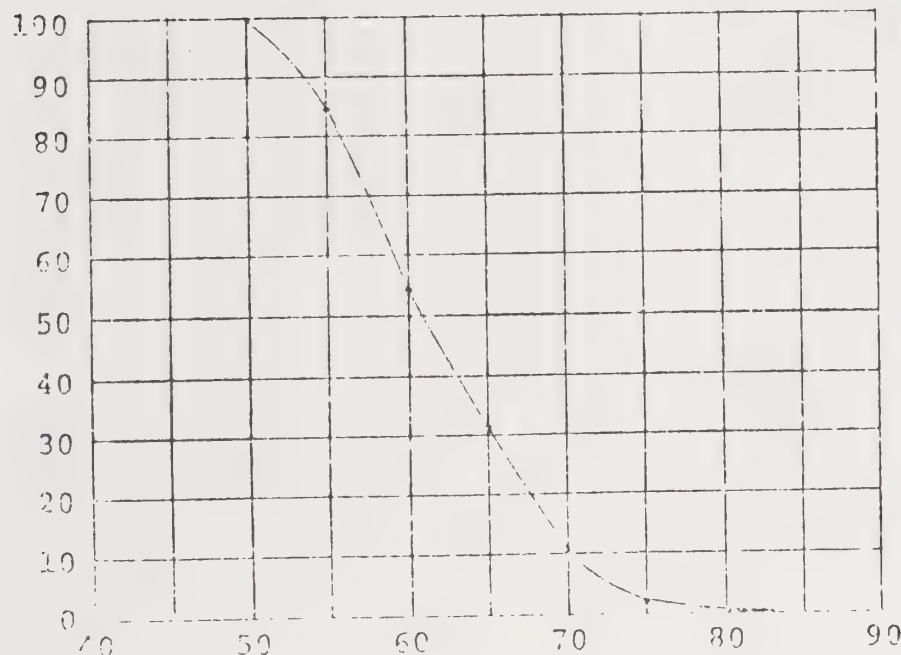
L_{10} = 70 dBA

L_{50} = 61 dBA

L_{90} = 53 dBA

L_{dn} = 67 dBA

% OF TIME EXCEEDED



NOISE LEVEL (dBA)

SHEET _____

BIO-ACCUSTICAL ENGINEERING CORPORATION

APPENDIX B

NOISE EFFECTS

The effects of noise cover a broad range of conditions and so it is often difficult to determine the causal relationship between the pollutant and its consequences. However, research scientists have uncovered sufficient evidence to support standards whose violation could endanger public health.

1. Hearing Damage

Noise of 120 decibels and higher will cause ear pain. Pain occurs as the ear unsuccessfully attempts to protect itself through a mechanism physicians call the acoustic reflex. This reflex protects the inner ear from extra loud sounds by reducing them, just as the eye protects itself from extra bright light by contracting the pupil. The ear is not completely successful in this task.

When the intense sound waves occur only briefly, the damage may be temporary. But if noises are frequent or sustained, the damage may be permanent, and such noise induced hearing loss cannot be restored.

Research by the EPA concludes that an eight hour per day exposure at 70 dB steady noise induced permanent threshold shift (hearing loss) of no more than 5 dB at 4,000 Hz. For most environmental noise, protection at 4,000 Hz will ensure that all other frequencies are protected. In view of possible data uncertainties it was considered reasonable to round down from 73 dB to 70 dB.

2. Interference with Conversation

When background noise exceeds 50 decibels, conversation is impaired. The EPA, in evaluating the effects of such background noise concludes that the outdoor average sound level (Leq. (24)) should not exceed 55 dB if people are to converse without difficulty outdoors at a three meter distance.

It is important to note that average outside-to-inside sound attenuation of typical Southern California dwellings is about 24 dBA, with doors and windows closed. Therefore, if noise exterior to residences is limited to 60 L_{dn} or less, noise intrusion to the interior less than 40 L_{dn} will be assured (provided windows and doors are closed).

In California the State has adopted noise insulation standards to be met by all new multiple unit construction. The standards include insulation from exterior as well as interior noise sources. In fact, multiple unit residential structures to be located within vehicle, industrial or airport noise contours

of 60 CNEL or greater are required to have an acoustical analysis to insure that the interior noise level of the new units shall not exceed an annual CNEL of 45 dB.

3. Sleep Disturbance

Noise can interfere with sleep by either awakening a person or causing a shift from a deep sleep level to a shallower level. Brief sounds of sufficient intensity and fluctuating noise levels above 35-45 decibels have been shown to alter the sleep pattern to lighter sleep and hence poorer sleep. Research indicates that when people are exposed to a great deal of noise they will complain of sleep loss and suffer a reduction of their feeling of well being. Regular interruptions of sleep by noise may prove a health hazard both physically and mentally.

The EPA in considering the effects of noise on sleep has stated:

"The maximum permissible outdoor level of L_{dn} = 55-60 dB is proposed in order to limit people's annoyance due to noise, and to provide average sound levels from exterior noise sources below 35 dB at night in an average bedroom with closed windows. The levels in a bedroom with open windows could, of course, be higher but it is reasonable to expect people who open their windows at night to be able to accommodate to slightly higher levels."

4. Noise Annoyance

The EPA reviewed several studies in the annoyance of people caused by noise. These studies showed an almost identical relationship between noise levels and percentage of people annoyed. The EPA concludes that:

"An outdoor L_{dn} of approximately 60 dB or less is required in order that no more than 23% of the population exposed to noise would be individually highly annoyed. (The same average sound level would guarantee that, on the average, 95% effective speech conversation at two meters distance outdoors would be possible at all times, and normal domestic speech activities are possible indoors, with open windows.) It therefore appears reasonable to propose an L_{dn} of 55 to 60 dB as the long range goal for maximum permissible average sound level with respect to health and welfare. (Note that this level is not considered optimum, merely the upper limit of permissibility. No endorsement is intended of degradation of existing areas having a lower noise level.)"

It is EPA's judgement that the maintenance of levels of environmental noise at or below those specified above are requisite to protect the public from adverse health and welfare effects. Thus, as an individual moves from a relatively quiet home, through the transportation cycle, to a somewhat noisier occupational situation, and then back home again, his hearing will not be impaired if the daily equivalent of sound energy in his environment is no more than 70 decibels. Likewise, undue interference with activity and annoyance will not occur if outdoor levels are maintained at an energy equivalent of 55 dB and indoor levels at 45 dB. However, it is assumed that environmental noise levels will fluctuate, even though the identified energy equivalent is not exceeded. Human exposure to noise will vary during the day, even though the daily "dose" may correspond well to the identified levels.

This brief analysis of noise effects and standards has been included here for two purposes. On the one hand to acquaint the reader with the variety of subtle, but undesirable effects of noise; and on the other to provide reliable data for the creation of local noise policy standards.

SUMMARY OF NOISE LEVELS IDENTIFIED AS REQUISITE TO PROTECT PUBLIC HEALTH AND WELFARE WITH AN ADEQUATE MARGIN OF SAFETY

TO PREVENT	LEVEL	AREA
Hearing Loss	$L_{eq}(24) \leq 70 \text{ dB}$	All areas
Outdoor activity interference and annoyance	$L_{dn} \leq 55 \text{ dB}$	Outdoors in residential areas and farms and other outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.
	$L_{eq}(24) \leq 55 \text{ dB}$	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.
Indoor activity interference and annoyance	$L_{dn} \leq 45 \text{ dB}$	Indoor residential areas
	$L_{eq}(24) \leq 45 \text{ dB}$	Other indoor areas with human activities such as schools, etc.

Explanation:

1. Detailed discussions of the terms L_{dn} and L_{eq} were explained earlier. Briefly, $L_{eq}(24)$ represents the sound energy averaged over a 24-hour period while L_{dn} represents the L_{eq} with a 10 dB nighttime weighting.
2. The hearing loss level identified here represents annual averages of the daily level over a period of forty years. (These are energy averages, not to be confused with arithmetic averages.)
3. Relationship of an $L_{eq}(24)$ of 70 dB to higher exposure levels.

EPA has determined that for purposes of hearing conservation alone, a level which is protective of that segment of the population at or below the 96th percentile will protect virtually the entire population. This level has been calculated to be an L_{eq} of 70 dB over a 24-hour day.

APPENDIX C

GLOSSARY

1. A-Weighted Sound Level (dBA) - A unit of sound measurement in which a single number represents the human ear's response to sound. This is accomplished by a weighting network, signified as "A", assigned to the appropriate frequency bands and thereby reducing the effects of the low and high frequencies with respect to the medium frequencies. Sound level meters with an A-weighted scale are used for community noise measurement with units being expressed as dBA.
2. Ambient Noise - The total level of all noise near and far, detectable in a given system or environment, independent of the specific source being measured. The ambient represents all noises present at a given location.
3. Audible Range of Frequency - The frequency range of human hearing encompassing 16 Hz to 20,000 Hz.
4. Background Noise - The total level of all noise in a given situation with the exception of the desired sound (i.e., residual noise).
5. Decibel - The measurement scale of sound representing one-tenth of a bel. A decibel level of zero represents the faintest sound audible to the human ear. Decibels are logarithmic, thus, 100 decibels represent 10 billion times as much acoustic energy as one decibel.
6. Frequency - The number of times per second in which a sound wave is repeated, expressed in a measurement unit called Hertz (Hz).
7. Hearing Loss - At a specified frequency, an amount in decibels by which the threshold of audibility for that person exceeds the normal threshold.
8. Impulsive Sound - A noise of high intensity and a short duration such as a gun shot or explosion.
9. Level - The value of an acoustical quantity in decibels.
10. Masking - A second, usually louder, sound that makes a first sound inaudible or unintelligible.
11. Mode Noise Level - The most frequently occurring noise level in any specified time interval.
12. Noise - Annoying, harmful, obnoxious, or unwanted sound.

13. Noise Attenuation - The ability of a medium to reduce the level of a noise source, specified in decibels (dB) of transmission loss, usually in octave frequency bands.
14. Noise Contour - A line connecting geographical points of equal noise level as measured on the same scale.
15. Noise Impacted Area - A specific area exposed to substantial levels of noise, usually described by a cumulative exposure rating scale.
16. Noise Performance Standards - A standard based on permitted emissions rather than on the category of type of land use.
17. Noise Referral Zone - Noise-affected areas identified by noise contour maps. Its intent is to act as a tool to identify noise-sensitive land uses.
18. Noise Sensitive Land Uses - Noise sensitive land uses include but are not limited to: residential, hospitals, schools, libraries, churches, unsoundproofed offices, hotels and motels, and outdoor recreational areas. The use of land in which individuals are or can be particularly affected by noise is determined by such factors as psychological impairment, sleep disturbance, speech and talk interference, and annoyance.
19. Peak Noise Level - The maximum instantaneous level that occurs during a specified time interval. In acoustics, maximum sound pressure is to be understood for single events unless some other kind of level is specified.
20. Permanent Threshold Shift - Permanent hearing loss at certain energy levels caused by exposure to excessive noise.
21. Residual Noise Level - The lowest noise level existing at a site in the absence of identifiable sources (i.e., background noise).
22. Sound - As used herein, a reaction in the ear caused by mechanical radiant energy of a source transmitted by longitudinal pressure waves in air or other elastic medium.
23. Sound Level Meter - A measurement instrument, containing a microphone, an amplifier, an output meter, and one or more frequency weighting networks, used for the determination of noise and sound levels.
24. Temporary Threshold Shift - A temporary hearing impairment at certain energy levels.

References

1. "Community Noise" U.S. Environmental Protection Agency. NTID 300.3.
2. "Transportation Noise and Noise from Equipment Powered by Internal Combustion Engines" Environmental Protection Agency. NTID 300.13.
3. Register 70 No. 48. California Department of Aeronautics Noise Standards.
4. 23 CFR Part 1 - Noise Standards. Department of Transportation: Federal Highway Administration.
5. Report 117. Highway Research Board.
6. HPB Special Report 87. Highway Capacity Manual, 1965.
7. "Noise as a Public Health Hazard" American Speech and Hearing Report No. 4, 1969.
8. Leo L. Beranek. Noise and Vibration Control, McGraw-Hill, 1971.
9. Michael Rettinger. Acoustic Design and Noise Control, Chemical Publishing Company, Inc., 1973.
10. Leslie L. Doelle. Environmental Acoustics, McGraw-Hill, 1972.
11. "Impact Characterization of Noise Including Implications of Identifying and Achieving Levels of Cumulative Noise Exposure" Environmental Protection Agency. NTID 73.4, July 1973.
12. "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With An Adequate Margin of Safety" EPA Document 550/9-74004.
13. California Noise Insulation Standards (California Administrative Code, Title 25, Chapter 1, Subchapter 1, Article 1).
14. "Development of Ground Transportation Systems Noise Contours for the San Diego Region" Wyle Research Report WCR 73-8, Wyle Laboratories, December 1973.
15. "Orange County General Plan Noise Element" Olson Laboratories, Inc., April 1975.
16. "Environmental Noise Assessment, Helicopter Aircraft Operations, Los Alamitos Naval Air Station," U.S. Army Environmental Hygiene Agency. No. 34-021-74, November 1973.
17. Monica A. Garbell, "Letter to the Orange County Airport Land Use Commission," June 2, 1975.

SCENIC HIGHWAY ELEMENT

CITY OF SEAL BEACH

Prepared by:

City of Seal Beach

Planning Department

Summer, 1975

RESOLUTION NO. 2478

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SEAL BEACH ADOPTING A SCENIC HIGHWAYS ELEMENT
TO THE GENERAL PLAN OF THE CITY OF SEAL BEACH.

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

WHEREAS, California Government Code Section 65302(h) requires that
cities adopt scenic highways elements to their general plans; and

WHEREAS, the City's Planning Commission held a study session with interested
residents to obtain their input; and

WHEREAS, the Planning Commission of the City of Seal Beach held a public
hearing on the proposed Scenic Highways Element on August 20,
1975; and

WHEREAS, the Planning Commission of the City of Seal Beach adopted the
Scenic Highways Element by Resolution No. 945 and recommended
that the City Council adopt said Element; and

WHEREAS, the City Council held a public hearing on the proposed Scenic
Highways Element on September 8, 1975;

NOW, THEREOFRE, BE IT RESOLVED that the City Council of the City of Seal
Beach does hereby adopt a Scenic Highways Element to the General Plan,
attached hereto and made a part hereof. The City Clerk shall place an
endorsement upon the Scenic Highways Element described herein to show that
it has been adopted by the City Council of the City of Seal Beach on even
date herewith.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach,
California, at a meeting thereof held on the 14 day of September,
1975, by the following vote:

AYES: Council Members Mayor, Boardman, Alden, McKee, Soren

NOES: Council Members None

ABSENT: Council Members None

Donald McKee
Mayor

ATTEST:

Janice Allen
City Clerk

SCENIC HIGHWAY ELEMENT

INTRODUCTION

The Scenic Highway Element is the initial step leading toward the official designation of a scenic highway. As such, the Element provides the basis for the preparation of specific scenic corridor plans as well as a set of policies to protect and enhance such corridors.

Although the emphasis of the scenic highway element is on the designation of state highway routes as "scenic" routes, this does not preclude local agencies from developing and adopting local scenic routes.

Authority

Government Code Section 65302(h) requires a scenic highway element of all city and county general plans as follows:

"The plan shall include a scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the *Streets and Highways Code*."

Procedure

The following steps, recommended by the Council of Intergovernmental Relations, were followed in the preparation of this element:

- I Goals, objectives and policies to enhance and protect the scenic corridors.
- II Identification and evaluation of scenic resources in the vicinity of streets and highways, particularly those routes eligible for official, scenic route designation.
- III Identification of scenic corridors.

- IV A diagram indicating the community's scenic highway system.
- V Recommendation of Implementation measures.

GOALS AND OBJECTIVES

Goals

It is the intent of this element to protect and enhance the scenic areas traversed by highways.

Objectives

1. To promote the achievement of a "complete highway" which incorporates safety, utility, economy, and beauty with the surrounding environment.
2. To maintain and enhance a scenic route as an integral part of the setting through which it passes without imposing undue restrictions on private property or constricting the normal flow of traffic.
3. To serve the open space objectives of recreation, enhancement of life, and management of incompatible development of areas which should be preserved for historic, conservation, or public health and safety purposes.

Policies

1. Encourage the development of a system of local scenic routes within the city, to be enjoyed by all residents and visitors.
2. Protect and enhance esthetic resources within corridors of designated scenic highways and local roadways.
3. Establish and maintain urban scenic highways and local roadways to provide access to interesting and esthetic manmade features, historical and cultural sites, and urban open space areas.
4. Develop and apply standards to regulate the quality of development within corridors of designated scenic highways and local roadways.
5. Remove visual pollution from designated scenic highways and local roadway corridors. (e.g., undergrounding utilities, removing billboards, etc.)
6. Require the development and use of esthetic design standards for reconstruction of all designated scenic highways and local roadways.
7. Coordinate the local scenic roadway system with the bicycle trail network.

IDENTIFICATION OF SCENIC RESOURCESPacific Coast Highway

In the City of Seal Beach, travel along Pacific Coast Highway (Route 1) offers many vistas of major scenic resources. Between the southern city limits and Seal Beach Boulevard travelers can view the wildlife and estuarine features of the Seal Beach Wildlife Refuge to the northeast, and Anaheim Bay and the Pacific Ocean to the southwest. When atmospheric conditions allow, northwestern bound travelers are provided with a panoramic vista including Catalina Island, the Palos Verdes Hills and the Long Beach downtown skyline. The Anaheim Bay bridge is recognized as a specific viewpoint because of its elevation which enhances the view of the surrounding natural features.

On the other hand, vistas from Pacific Coast Highway between Seal Beach Boulevard and the San Gabriel Flood Control Channel are almost entirely urban and in some cases are marred by off-site advertising, utility lines and the appearance of some of the businesses along the highway. Various measures must be employed by the city to improve the view from the street through a program of scenic controls. These measures are discussed in the implementation section of this element.

Local Scenic Routes

The largely urbanized character of Seal Beach limits the variety of topographical and natural features of unique scenic value along local roadways. There are exceptions, however. The following criteria were used in the designation of local roadways in Seal Beach considered to have scenic potential:

1. Type of Roadway (e.g., arterial, local).
2. Significant natural and manmade features.
3. Existing and potential landscape character.
4. Existing and potential development character.
5. Potential to link with the Bicycle Trail System.

The roadways selected for designation as local scenic routes include:

A. Ocean Avenue from Seal Beach Boulevard to First Street.

Travelers along this stretch are presented with a unique ocean vista accented by the pier at the foot of Main Street. At the intersection of Ocean Avenue and First Street, a scenic vista will be incorporated into a park proposed for a portion of the Department of Water and Power property located west of First Street.

B. First Street from Ocean Avenue to Marina Drive.

This extension links the Seal Beach local scenic route with the Long Beach proposed scenic route. It also coordinates with the Seal Beach bicycle trails system.

C. Marina Drive and Electric Avenue.

The Marina Drive entrance to the city is marked with a landscaped entryway sign to the south and public landscaped recreation facilities to the north. This route connects with Electric Avenue which is being redeveloped as a greenbelt park. Both Marina Drive and Electric Avenue are part of the bicycle route system of the city.

D. Seal Beach Boulevard from Electric Avenue to Lampson Avenue.

This roadway provides the major link between the coastal and interior portions of the community, and is part of the City's bicycle route

- system. The scenery along this route varies considerably, but is generally considered good. From the crest of Marina Hill it is possible to see the Pacific Ocean and Catalina Island.

E. Lampson Avenue between Seal Beach Boulevard and the eastern city boundary.

This route offers a scenic vista of the Old Ranch Country Club golf course, is part of the bike route system, and has few off premise signs.

III

IDENTIFICATION OF SCENIC CORRIDORS

The scenic highway encompasses two elements: (1) the road and its right-of-way; and (2) the scenic corridor extending out to variable distances beyond the right-of-way. The scenic corridor, the bands of land generally adjacent to the scenic highway right-of-way, complete the visual appearance of the total composition of the scenic highway. The boundaries of the scenic corridor are usually delineated by the range of visibility from the highway. The lateral extent of these corridors will vary with the natural characteristics of the urbanscape.

Scenic corridors are the foundation of any plan of scenic highways. A scenic corridor gives a scenic highway its principal significance. It includes elements which make up outstanding scenic vistas and the facilities for enjoying them. These may be within the immediate roadside area or they may be part of a sweeping distant panorama.

The scenic, historic, or cultural character of the scenic corridor should have a quality that merits recognition, or it should be of sufficient interest to be a destination, in and of itself, for recreation purposes. In addition, it should provide frequent opportunities for the development of roadside complementary facilities adjacent to the road.

In order to acquire scenic highway status for Pacific Coast Highway, the City of Seal Beach must cooperate with the Department of Transportation District Scenic Highway Coordinator (District 7) to prepare a Scenic Highway Study for the segment of Pacific Coast Highway which traverses Seal Beach. The study would include:

1. Suggested scenic highway corridor boundaries.*

- * The corridor is defined as the area of land adjacent to and visible from the highway which requires protective measures to insure perpetuation of its scenic qualities. See Appendix A.

2. Scenic elements within the suggested corridor.
3. The relationship of the roadway to its surrounding environment.
4. Proposed realignments or improvements of the route.
5. Potential locations of roadside rests, vista points and areas for public information sites.

Using the data collected from this study, the City should prepare a specific plan integrating the Pacific Coast Highway Scenic Corridor into the General Plan and implementation program.

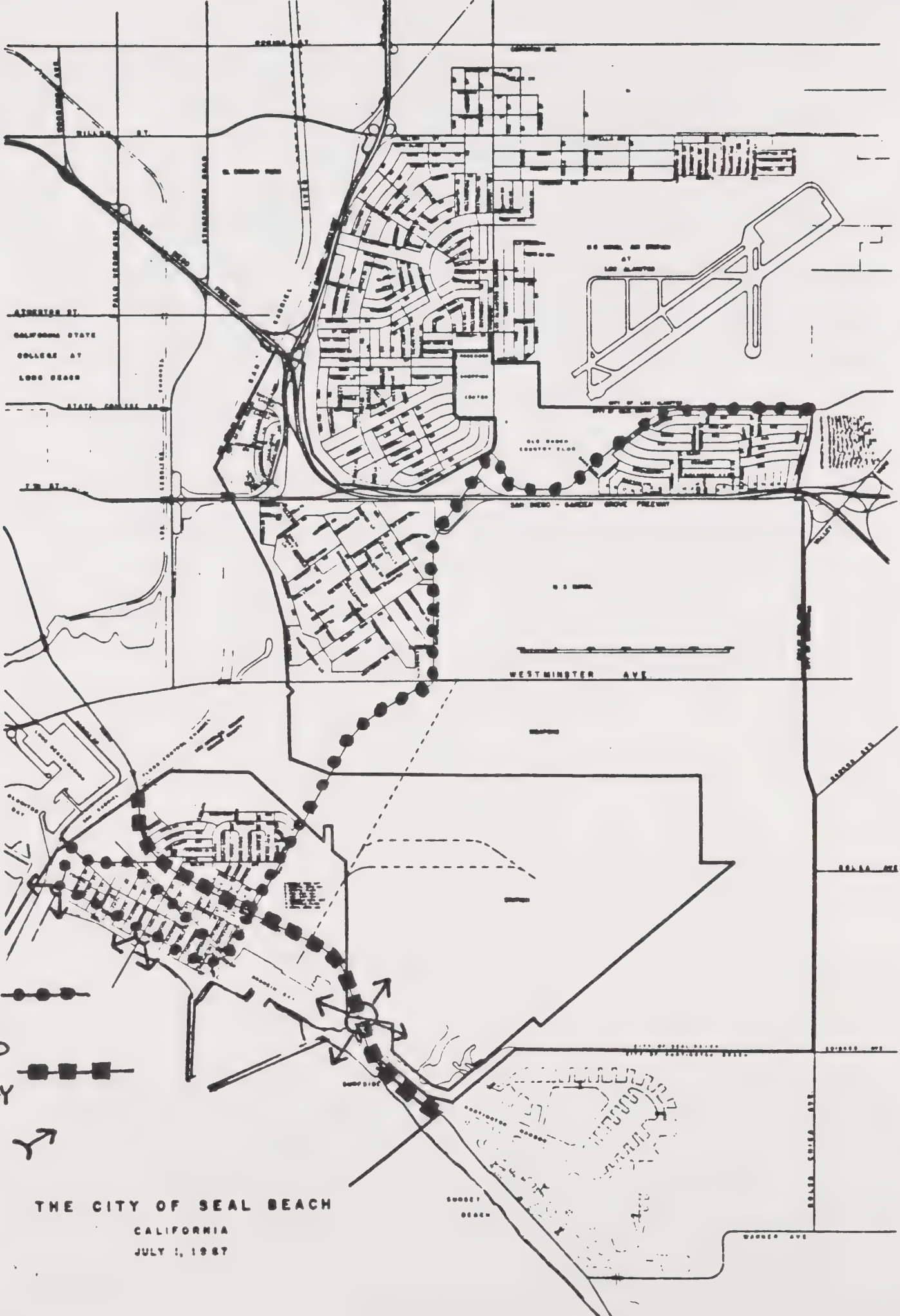
Local Scenic Routes

Certain streets or corridors along local scenic routes were included because of their attractive qualities, while others serve primarily as links between scenic routes. Ocean Avenue, Electric Avenue and portions of Seal Beach Boulevard and Lampson Avenue are the most attractive local scenic routes. Through implementation of the plan additional landscaping and sign control in commercial areas can enhance the attractive aspects of these routes.

IV

SCENIC HIGHWAY AND ROADWAY MAP

The Scenic Highway and Roadway Map is a graphic expression of written policy. It identifies those routes which have been determined to merit further evaluation and control of their scenic value. The map depicts two major categories of scenic routes; the proposed State Scenic Highway and Local Scenic Roadways. The proposed State Scenic Highway has not yet been officially designated, but will be subject of a corridor study in the future. Until such time as State recognition is acquired, Pacific Coast Highway will be considered as a part of the local scenic route.



- LOCAL SCENIC ROADWAY
- PROPOSED SCENIC HIGHWAY
- VISTA POINT

THE CITY OF SEAL BEACH
CALIFORNIA
JULY 1, 1987

IMPLEMENTATION RECOMMENDATIONS

1. The Planning Department should prepare a specific plan based on the city's General Plan for Pacific Coast Highway. This plan will constitute the city's proposal to the California Department of Transportation for designation of Pacific Coast Highway as a State Scenic Highway.
2. Prepare and adopt a Scenic Roadway Ordinance to govern development within designated scenic highway and local roadway corridors.
The ordinance could include regulations concerning:
 - A. The regulation of land use, which may include:
 - (1) Control of density and intensity of development.
 - (2) Detailed land and site planning.
 - Building height and setback limitations.
 - Undergrounding of utilities.
 - Attractive site planning.
 - (3) Control of landscaping.
 - Screening offensive land use.
 - Tree preservation.
 - B. Control of the design and appearance of structures and equipment.
 - (1) Control of outdoor advertising, both on and off site.
 - C. Implementation of esthetic highway and roadway design standards.
 - (1) Upgrade landscape treatment along scenic routes.
 - (2) Determine appropriate design speeds.
 - (3) Design road facilities to achieve maximum esthetic quality.
3. Post signs denoting local scenic routes.

APPENDIX A

TASK FLOW CHART

1. Planning Department prepares a Specific Plan and Implementation Program for Pacific Coast Highway and adjacent corridor.
2. California Department of Transportation, District 7 office, reviews plan and program.
3. Review by Interdepartmental Committee on Scenic Highways.
4. Review by Scenic Highway Advisory Committee.
5. Director of the State Department of Public Works determines the qualification of the proposal for official Scenic Highway designation.
6. Scenic Highway Specific Plan and Program is adopted by the Planning Commission and City Council of Seal Beach.
7. Assuming approval, the City of Seal Beach carries out the Scenic Highway Plan and Program.
8. City of Seal Beach applies to the Department of Transportation, District 7, Engineer for official designation.
9. Director of Public Works designates Pacific Coast Highway between the San Gabriel Flood Control Channel and Anderson Street as an Official State Scenic Highway. The Highway is signed accordingly.

SPECIFIC PLAN
FOR
MAIN STREET

PREPARED BY:
CITY OF SEAL BEACH
PLANNING DEPARTMENT

ADOPTED JANUARY, 1976

RESOLUTION NO. 2514

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SEAL BEACH ADOPTING A SPECIFIC PLAN FOR
MAIN STREET.

WHEREAS, in October, 1973, the City Council adopted a Land Use Element to the General Plan; and

WHEREAS, the Land Use Element to the General Plan recommended that a Specific Plan for Main Street be prepared as an implementing measure to the General Plan; and

WHEREAS, during many workshop sessions with interested residents various alternatives were explored for the improvement of Main Street; and

WHEREAS, a Specific Plan for Main Street has been prepared which calls for improvements to the public right-of-way and voluntary upgrading of private property; and

WHEREAS, the Planning Commission and City Council have considered the Specific Plan during public hearings.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt the Specific Plan for Main Street, attached hereto and made a part hereof.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting held on the 12th day of January, 1976, by the following vote:

AYES: Councilmembers Barton, Blackman, DeKaw, Lucas
NOES: Councilmembers Halden
ABSENT: Councilmembers None

Thomas J. McHenry
Mayor

ATTEST:

James Blair
City Clerk

MAIN STREET SPECIFIC PLAN

INTRODUCTION

In 1973 the City adopted a revised General Plan to assist in guiding the future development of Seal Beach. As a part of this plan it was recommended that a specific plan for Main Street be prepared and implemented. The purpose of the specific plan was to further enhance the economic viability and appearance of Main Street.

In late May the Planning Department began organizing efforts to prepare the plan. First, a questionnaire was delivered to most of the merchants along Main Street in order to assess what they perceived as problems and possible changes for the Main Street area. Next, a similar questionnaire was prepared and used to guide interviews with a sample of Main Street customers. Soon after the questionnaires were delivered to merchants and while customer interviews were being undertaken, a series of meetings were scheduled with those businessmen who were interested in helping prepare the specific plan.

Weekly meetings in June, July and August provided a forum for both planning staff and merchants to analyze and discuss survey results, problems, solutions, alternative concepts, costs and funding methods for improving the Main Street commercial area. Three alternatives were prepared in detail and presented to a general meeting of property owners and businessmen. Components of different alternatives were selected which met with the approval of the assembled group and have been incorporated into this plan.

GOALS

The following goals were prepared to reflect the interests of the merchants and the city residents.

1. Enhance and beautify the Main Street Commercial Area in order to provide a more attractive shopping area.
2. Improve the economic environment for all business along Main Street.
3. Create an atmosphere which provides a focus and opportunity for social activities compatible with the commercial activities along Main Street and the recreational activities in the Electric Avenue Park. (For example: art shows, senior citizen events, etc.)

IDENTIFYING THE PROBLEMS

Seal Beach is a unique coastal community with a small town atmosphere. The Main Street Commercial Area reflects this atmosphere with its small shops and businesses. However, there are some problems on Main Street.

For example, research by the planning staff identified several indicators of the economic situation on Main Street. A comparison of sales tax revenues for Main Street businesses between 1971-1973 revealed that there was only a 1% growth in gross sales with the majority of businesses actually experiencing a decline in sales. In fact, the proportion of total sales concentrated in the top nine businesses increased from 57% to 62%. An initial comparison of property values between 1971-1974 indicated relatively little growth in value for commercial property, and although samples from the newly released 1975 assessments indicate an increase in commercial property values, such increases are well below those of surrounding residential properties for the four-year period.

In addition, two large shopping centers are scheduled for construction at Westminster Avenue and Pacific Coast Highway in Long Beach: Marina Pacifica and Market Place. Together both centers will cover 44 acres and provide 400,000 square feet of commercial space. This includes a Buffums' Department Store, over 8 restaurants, a 20,000 sq. ft. Boy's Market and a wide variety of apparel and specialty shops. The Market Place center is scheduled for completion in the summer of 1976; the Marina Pacific center in the fall of 1976. The economic impact of these centers on Main Street business is obvious.

When asked whether certain features of Main Street were a problem or not, the survey responses of businessmen were generally split with storefront appearance, landscaping and summer auto traffic indicated as problems by a slight majority, while a large majority found no problem with the appearance of parked cars or potential traffic hazards.

Discussion in weekly meetings with businessmen uncovered additional problem areas as well: discolored, dirty and cracked sidewalks, unattractive light standards, signs, benches, and trash receptacles as well as insufficient customer parking. These problems were listed and corresponding solutions were proposed and incorporated in three alternative plan concepts.

SPECIFIC PLAN RECOMMENDATIONS

These conceptual alternatives were developed and reviewed with interested businessmen and property owners. Various features from the alternatives have been combined into a single plan.

The following is a description of the improvements being proposed under the plan:

1. That landscaped extensions be added to corners and crosswalks along Main Street. They would be built using textured sidewalk material and in most cases include provision for the planting of a mature tree as well as other plants.
2. That the present sidewalks be improved utilizing textured sidewalk material in some pattern or design representing no more than 50% of the sidewalk surface.
3. That textured crosswalks and intersections be constructed at Main Street and Central Avenue and at Main Street and Ocean Avenue in a manner consistent with the improvements at the intersection of Main Street and Electric Avenue.
4. That designed benches and trash receptacles be provided.
5. That the under-utilized light fixture poles and wiring be removed and that existing light standards be replaced with ornamental lighting.
6. That a sign ordinance be adopted to control the size and location of signs.
7. That worn, aged or drab storefronts be repaired and painted by their owners.
8. That parking areas behind the businesses be cleaned, repaired and striped in a manner that will better utilize the available parking space.
9. That existing parking lots be landscaped in a manner which screens the appearance of parked cars.
10. That additional parking be acquired and improved either on a lot on Main Street or a lot directly behind businesses bordering Main Street if there is still sufficient demand after the implementation of other parking improvements.

IMPLEMENTATION

Improvements to the Public Right-of-Way

A number of funding sources have been evaluated for the proposed improvements to the Main Street right-of-way. These funding sources include an assessment district, the city's Capital Improvement Program, Housing and Community Development Act funds and the Redevelopment Agency. The Seal Beach Redevelopment Agency should repay the City \$60,000 of the debt which it owes the city for construction of Marina Park and Community Center. This money will then be placed in the city's Capital Improvement Program to finance some of the public improvements proposed in the public right-of-way. Since \$60,000 will not cover the total cost of the proposed improvements, the project will be continued as other funds become available. The Capital Improvement Program, Housing and Community Development Funds and an assessment district should continue to be considered as possible funding sources. Additional funding sources may also be considered.

Storefronts and Signs

Some stores on Main Street are in need of paint and minor repairs. One of the objectives of the plan is to encourage businessmen and property owners to upgrade and improve their buildings. Simply by painting older buildings their appearance can be improved and their architectural characteristics can be enhanced. In addition, some remodeling and new construction will occur over time. Those individuals contemplating storefront remodeling are urged to undertake these projects in the near future. Not only will this benefit the individual businesses, and Main Street in general, but will also provide a model for others to follow.

A sign ordinance will be adopted in the near future. Over a period of time nonconforming signs will be eliminated.

Parking

Parking improvements will be considered in two phases. In the first phase a portion of the municipal parking lot in the 100 block of Main Street may be made available to businessmen to lease parking spaces for themselves and their employees. The lease parking for oil company employees has been transferred to the beach parking lots. In addition, a parking study will be undertaken to determine the amount of available parking behind the stores and how this parking can be more effectively utilized. A parking design layout may be striped behind several stores in order to evaluate this concept. If successful, this concept could be expanded to available parking spaces behind all Main Street businesses.

An evaluation will be made after the completion of the first phase. If parking is still perceived to be a problem, then a second phase study would be undertaken to determine where additional parking might be acquired in the general Main Street area. It is perceived that if additional parking were to be acquired, it should be financed through a parking assessment district, or some other financial method other than the city's general fund.

SPECIFIC PLAN
FOR THE DEVELOPMENT OF
PACIFIC ELECTRIC RIGHT-OF-WAY

Prepared by the
City of Seal Beach Planning Department
Robert S. Neprud, Planning Director
Spring, 1974



A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SEAL BEACH ADOPTING A SPECIFIC PLAN FOR
THE DEVELOPMENT OF THE PACIFIC ELECTRIC
RIGHT-OF-WAY.

WHEREAS, in October of 1973 the City Council of the City of Seal Beach adopted a revised Land Use Element to the City's General Plan; and

WHEREAS, as an implementation measure of said Plan, a Specific Plan has been prepared for the Pacific Electric right-of-way prescribing that the area be developed as an open space greenbelt with limited public facilities and parking; and

WHEREAS, the Specific Plan has been reviewed and approved by both the Redevelopment Agency and Planning Commission; and

WHEREAS, the implementation of the Specific Plan will enhance the quality of the environment and contribute to the general welfare of the community;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt the Specific Plan for the development of the Pacific Electric right-of-way subject to the following conditions:

1. That the intersection at Main Street and Electric Avenue form a typical four-way intersection described as Intersection "B" in the plan.
2. That thirty-nine (39) parking spaces be provided at the intersection of Main Street and Electric Avenue.
3. That tennis courts not be constructed on the right-of-way.
4. That the bike lanes be placed on the roadbeds as in Concept #3 of the Specific Plan.
5. That the greenbelt be 100 feet wide and the roadbeds of both Electric Avenues be 30 feet wide each.
6. That a triangular parcel of land, presently bounded by 5th Street, Marina Drive, and Electric Avenue be landscaped and included as part of the plan, once a lease is negotiated with the owner of the parcel.
7. That the balance of the plan, not covered by items 1 through 6 above, be adopted as proposed.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting held on the 14th day of October, 1974, by the following vote:

AYES: Councilmen Blackman, Hilder, McKeen
DOES: Councilmen Kempson
ABSENT: Councilmen Salas

Don J. McKeen

May 17, 1974

MEMORANDUM

To: City Council and Planning Commission, c/o Dennis Courtemarche, City Manager
From: Bob Neprud, Planning Director

Subject: Specific Plan for the Development of the Pacific Electric
Right-of-Way

A Specific Plan has been prepared for the development of the Pacific Electric Right-of-Way and is presented for your consideration at this time.

On June 5th, the Planning Commission will conduct a public hearing to consider adoption of this plan. The Planning Commission's recommendations will be forwarded to the Redevelopment Agency and the City Council. The Plan may be modified during the adoption process.

The following procedure should be used in the adoption of a specific plan.

1. The Planning Commission shall hold at least one public hearing on the proposed plan. Notice shall be given ten days prior to the public hearing. (The public hearing may be continued.)
2. Approval of the Planning Commission shall be by resolution of the Commission carried by the affirmative votes of not less than a majority of the total voting members.
3. The proposed plan shall be transmitted to the Redevelopment Agency for their review.
4. The proposed plan shall be transmitted to the City Council. The City Council shall hold a public hearing on the proposed plan. Notice shall be given ten days prior to said hearing. (The public hearing may be continued.)
5. The City Council shall adopt the plan by resolution. If any part of the plan is to be changed by the City Council, said change or changes shall be referred back to the Planning Commission for a report. Said report shall be made within 40 days of the referral. The Planning Commission need not hold additional public hearings on the changes.



Bob Neprud

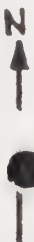
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INTRODUCTION

The purpose of this report is to provide a specific plan for the development of a portion of the abandoned Pacific Electric right-of-way which is located in the Coastal District of the City of Seal Beach. (See vicinity map) It is the intent of the City that this area be developed as a greenbelt with some public facilities and limited parking. The direction provided in this report was obtained from input furnished by the City Council, Planning Commission, Parks and Recreation Commission, residents of the community and the city staff.

This report is divided into three major sections. These concern (1) a history and background of the project area, (2) a development plan, and (3) related studies that address several unresolved issues.



DESCRIPTION

The portion of the abandoned Pacific Electric right-of-way proposed to be developed is a linear strip of land 100 feet wide and approximately 3600 feet long. This project area is slightly over 8 acres in size and is bounded by Electric Avenue (north), Seal Beach Boulevard, Electric Avenue (south), and Marina Drive. Currently, the right-of-way is relatively flat and is unimproved with the exception of 28 paved parking spaces and some landscaping adjacent to the intersection with Main Street. Main Street and 12th Street are the only streets that presently intersect the right-of-way.

HISTORY

In 1904 the Pacific Electric Railroad constructed a line through the project area in the Coastal District of Seal Beach. During that same year, passenger service was initiated to the beach cities of Orange County. Seal Beach was located on the route which connected Los Angeles and Newport Beach. People initially came to Seal Beach from Los Angeles for weekends at the beach. For many years the City was dependent on tourist trade as a major source of income. The presence of the railroad accelerated the growth of Seal Beach during the early 1900s.

In the early 1940s, the Federal Government acquired Anaheim Bay and a large portion of the surrounding countryside and constructed the Ammunition and Net Depot. This Naval facility opened in the summer of 1944. As a result of the Navy's use of Anaheim Bay, a portion of the railroad track in the project area had to be rerouted. A new line was constructed to the northeast, and its tracks cut across a residential portion of Seal Beach between 15th Street and Seal Beach Boulevard.

The Pacific Electric Railroad discontinued passenger service to the Seal Beach area in 1948. However, the tracks were not removed until 1966. Since that time the railroad right-of-way has remained vacant and unimproved.

In 1971, the City of Seal Beach Redevelopment Agency purchased approximately two acres of the right-of-way between 15th Street and the Naval Weapons Station after an unsuccessful attempt by a developer to

build residential units on that land. The Redevelopment Agency is in the process of purchasing the remainder of the right-of-way between 15th Street and Marina Drive. The Redevelopment Agency should take title to this land by the end of 1974.

A SPECIFIC PLAN

Under the provisions of the State Government Code, cities may adopt specific plans for the development of areas within their jurisdictions that require special planning consideration. Specific plans provide a valuable tool for the implementation of general plans. They address such subjects as the location and extent of various land uses, intensity of development and the location and width of existing and proposed streets.

In October of 1973 the City of Seal Beach adopted a revised Land Use Element to the City's General Plan. At that time it was determined that a specific plan should be prepared for the Pacific Electric right-of-way and that this area should be developed as a park with some public uses and limited commercial and residential parking.

This plan has been prepared by the city staff under direction of the City Council, Planning Commission, Parks and Recreation Commission and residents of the community. A number of public meetings have been held to obtain necessary input prior to the preparation of this plan.

DEVELOPMENT PLAN

The Pacific Electric right-of-way will be developed as an open space greenbelt with limited public facilities and parking. The proposed improvements to be placed on the right-of-way consist of two mini-plazas, focal point developments, a bus shelter, parking at Main Street, a library-senior citizen's building, a red car historical museum, a shaded conversation area, a bicycle rest area and a pedestrian walkway. The rest of the right-of-way will be landscaped and the area will assume a passive recreational character.

The right-of-way will retain its present width of 100 feet. The two Electric Avenue roadways which flank the right-of-way will maintain their current roadbed widths of 30 feet. These two streets presently carry two-way traffic. Under the specific plan, this pattern will be modified and Electric Avenue (north) will be restricted to one-way traffic in a westerly direction and Electric Avenue (south) will be confined to one-way traffic in an easterly direction. Bicycle lanes are proposed to be located in the two Electric Avenue roadbeds. Fourteenth Street, which currently does not intersect the right-of-way, is proposed to be cut through to improve traffic circulation.

Improvements

The following is a brief description of the major improvements to be placed on the right-of-way. The improvements are described from

Marina Drive to Seal Beach Boulevard. (See Map No. 1)

1. The intersection of Electric Avenue and Marina Drive will be modified to form a "T" intersection. This change will improve traffic circulation and should reduce the accident rate at this intersection.
2. A mini-plaza is proposed to be developed at the west end of the greenbelt. This area is considered a focal point and will be attractively landscaped. The improvements at this site will consist of a textured Portland cement concrete slab, benches, and extensive landscaping. The plants selected for this area will be located in such a manner that there will be adequate sight clearance for motorists. (See Illustration No. 1)
3. A six-foot wide meandering walkway will be installed which will enable pedestrians to walk the length of the greenbelt. It appears that the walkway will consist of tinted Portland cement concrete which will have a textured pattern superimposed on its surface.
4. At 7th Street, a pedestrian walkway will be constructed across the right-of-way to improve pedestrian circulation in this area.
5. A combined library and senior citizens' center is proposed between 7th and 8th Streets. An area of approximately 10,000 sq. ft. has been designated for this use. Depending on available funding, this joint use building could be constructed as early as fiscal year 1975-76. This site was selected because (a) it is close to the City Administration Building, therefore concentrating the civic

center functions in one area, (b) the complex is close to Main Street, (c) parking proposed adjacent to Main Street could also be used by library patrons, and (d) the site is near the existing library.

6. A Red Car Museum will be located to the east of the proposed library-senior citizens' facility. The museum will consist of a restored Pacific Electric red car and will display exhibits related to Seal Beach's history. This site will give the red car excellent exposure to Main Street and parking near that intersection can be utilized by those wishing to visit the red car.
7. Parking areas are proposed to be located on both sides of the Main Street intersection. The exact number of spaces and their location will be decided during the adoption of the specific plan. The number of parking spaces which could be provided range from 14 to 56. For more information on this subject, please refer to Study No. 1 at the back of this report.
8. Focal point plazas are proposed to be located on the right-of-way on both sides of the intersection with Main Street. These areas are designed to be points of interest that will help unite the 200 and 300 blocks of Main Street. Extensive landscaping is proposed for these areas in addition to a bus stop shelter, informational kiosks, benches, decorative rocks and textured walkways. (See Illustrations Nos. 4, 5, 6 and 7)
9. Two alternative designs are being considered for the intersection

with Main Street. The present configuration could be maintained or it may be modified to create one standard intersection. The selection of an intersection design will affect the configuration of the focal points and the location of adjoining parking areas. For more information regarding this issue, please refer to Study No. 2 at the back of this report.

10. A mounded grass area is proposed directly to the east of the parking lot adjacent to 10th Street. This area could be used for discussions or the playing of musical instruments, etc. The mounding would be designed in a manner that would create a favorable setting for these activities.
11. Between 10th and 11th Street there will be a large open area planted with turf. This area could be used for unsupervised recreational activities. In addition, if summer concerts were desired, it would be possible to set up a temporary bandstand at this location.
12. At 11th Street a pedestrian walkway could be constructed across the right-of-way to improve pedestrian circulation in this area.
13. A shaded conversation area consisting of a wooden structure and specimen tree is proposed at 12th Street. This structure would provide shelter from the direct sunlight and would offer some variation to the development pattern of the right-of-way. (See Illustration No. 10)
14. A large open space area is proposed between 12th and 14th Streets. This location would accomodate unsupervised recreational activities

or tennis courts. For more information on the question of tennis courts, please refer to Study No. 3 at the back of this report.

15. At approximately 15th Street, a bicycle rest area is proposed. This area would contain a bike rack, benches, a drinking fountain and extensive landscaping. (See Illustration No. 11)
16. A mini-plaza is proposed to be developed at the east end of the greenbelt. This area is considered a focal point and will be attractively landscaped. The improvements at this site will consist of textured Portland cement concrete slab, benches, and extensive landscaping. The plants selected for this area will be located in such a manner that there will be adequate sight clearance for motorists. (See Illustration No. 12)
17. The intersection of Electric Avenue and Seal Beach Boulevard will be modified to improve traffic circulation. The new design will increase the safety of the intersection.

Landscaping

Most of the right-of-way will be planted with turf, ground cover, shrubs and trees. These plants have been selected based on the geographical location of the site and their adaptability and tolerance to a coastal environment. Approximately 300 trees and shrubs will be planted on the right-of-way. Of these, approximately 175 will be trees and the remaining 125 will be shrubs. The turf that has been selected will be a combination of manhattan rye and bluegrass. (See Map No. 2)

Nearly all of the trees that have been selected are evergreen and were chosen because of their attractive flowers or colorful foliage. The trees to be planted on the right-of-way will have moderate or fast growth rates.(*). At maturity the trees should average 30 to 50 feet in height and have a variety of shapes.

The trees will be planted in odd-numbered clusters to enhance their appearance. There will be concentrations of trees and shrubs at focal points.

Additionally, specific areas may be set aside for cultivation and maintenance by local horticultural organizations such as the Leisure World Garden Club.

(*) The various trees should grow between 6" to 2' in height per year.

IMPLEMENTATION

It is proposed that the right-of-way be developed during fiscal 1974-75 with the exception of the library-senior citizen facility. In addition to the development of the right-of-way, a storm drain will be installed in Electric Avenue between 12th Street and Seal Beach Boulevard and both Electric Avenues will be resurfaced. The combined cost of the improvements noted above, with the exception of the library-senior citizen facility, is estimated to be \$370,000.

The following is a list of project costs for the improvement of the Pacific Electric right-of-way and Electric Avenues. These estimates are made without benefit of working drawings and may be subject to change.

Curb	\$ 30,000
Paving	96,000
Storm Drain	120,000
Grading, Sprinkler System, Soil Amendments & Seeding	55,000
Bus Shelter & Shaded Conversation Area	10,000
Shrubs, Trees, Rocks, & Benches	35,000
Sidewalks	15,000
Engineering	<u>9,000</u>
TOTAL	\$370,000

The improvements to be made on the right-of-way and Electric

Avenues are scheduled in the following order:

1. Engineering field survey to establish existing conditions and determine what modifications will be required.
2. Design and construct the storm drain and curbs around the right-of-way.
3. Grade the right-of-way.
4. Leach mineral salts from the soil on the right-of-way.
5. Install walkways and other paved areas, build bus shelter and shaded conversation area, and move red car museum to new location.
6. Add soil amendments to prepare soil for planting.
7. Install sprinkler system.
8. Plant turf, ground cover, shrubs and trees.
9. Construct a library and senior citizens' facility. This improvement is projected to be developed about fiscal 1975-76, depending upon available funds.

STUDY NO. 1 -- COMMERCIAL PARKING

It has been determined that limited commercial parking should be provided on the Pacific Electric right-of-way adjacent to Main Street. Presently there are 28 paved parking spaces on the right-of-way near this intersection.

The number of commercial parking spaces that could be placed on the right-of-way is affected, to some degree, by the selection of an intersection design at Main Street. If the present intersection configuration is maintained, between 14 and 56 parking spaces could be provided. If the intersection were modified, the approximate number of parking spaces would range from 26 to 39.

(See Illustrations Nos. 2 and 3)

In an attempt to determine the parking needs for commercial activities, the merchants of the 200 and 300 blocks of Main Street and 900 block of Electric Avenue (north) were contacted. Of the 51 businesses operated in this area, 45 were surveyed; representatives of the remainder were not available for comment. Thirty-six merchants were of the opinion that additional commercial parking was needed, while the other nine felt that the existing parking was adequate. Currently, there are 121 on-street parking spaces in the two blocks on Main Street, the one block face on Electric Avenue, and the Pacific Electric right-of-way.

More information has been requested concerning the need for

additional commercial parking. Because of seasonal changes in the degree of activity near the beach, the diversity of businesses, the fact that some businesses close and new ones open, and the variation of hours of operation, it is extremely difficult to determine how many commercial parking spaces should be provided. As a result, the following inventory is furnished for your consideration. It should be understood that this is a summary and that these figures should be considered in general terms. The on-site loading zones were not considered as contributing to the on-site parking under the column "Code Required Parking."

<u>Business Name & Address</u>	<u>No. of Employees</u>	<u>On-Site Parking</u>	<u>Customers per Day</u>	<u>Code Required Parking</u>
Hartwells, 347 Main	4	12	100	11
ClothesLine, 331 Main	2	8	32	4
Jozine Coiffures, 333 Main	2	0	48	4
Harbour Surfboards, 329 Main	2	2	32	8
Photo Studio, 327 Main	1	2	16	8
Seal Beach Dairy, 323 Main	1	2	25	2
Beauty Shop, 321 Main	3	10	50	10
Jimmy's Barber, 317½ Main	1	1	10	4
Beverly Frame Shop, 317 Main	1	0	16	1
Commercial Building, 311 Main	6	26	75	26
Benny Rapp Chevron, 350 Main	5	15	175	13
Bay Theater, 340 Main	5	0	500	188
Main St. Medical, 330-332 Main	4	10	40	5

<u>Business Name & Address</u>	<u>No. of Employees</u>	<u>On-Site Parking</u>	<u>Customers per Day</u>	<u>Code Required Parking</u>
Glen Jones Commercial, 325 Main	8	7	120	22
Pet Shoppe, 318 Main	2	4	25	2
West Wind, 308 Main	2	0	24	5
Wong House, 306 Main	5	0	200	16
Corner Drug, 302 Main	5	0	600	12
Cape Cod Coiffures, 907 Electric	3	0	60	6
North Sails, 909 Electric	30	13	24	(27
Marine Hardware, 911 Electric	5	0	40	
Red Carpet, 233 Main) Shopper, 231 Main) Print Shop, 814 Electric)	8	15	64	11
Peppermint Play School, 225 Main	5	1	25children	7
Vacant, 221 Main	0	2	?	8-25*
Shoe Store, 219½ Main	1	2	16	5
TV Repair, 219 Main	2	0	16	3
Rattanland, 217 Main	4	2	25	5
Hardware Store, 215 Main	3½	5	200	6
Book Store, 213 Main	1	2	64	3
Cricket Antiques, 211½ Main	1	2	65	3
Gatsby Gallery, 209½ Main	2	0	?	2
Green Pepper, 209 Main	5	0	180	24
Idell's Ideas, 205 Main	1	5	16	3
Walt's Wharf, 201 Main	7	2	300	44

<u>Business Name & Address</u>	<u>No. of Employees</u>	<u>On-Site Parking</u>	<u>Customers per Day</u>	<u>Code Required Parking</u>
Bank of America, 208 Main	14	21	776	28
Putnam Plumbing, 210 Main	3	4	30	6
Masonic Temple, 212 Main	?	0	10	28
Health Food Store, 214 Main	1	3	50	9
Potter's Wheel, 216 Main	1	3	25	6
Gold Mine, 218 Main	1	6	20	3
Frames by Don, 220 Main	1	4	10	4
Howard Brief, 222 Main	<u>2</u>	<u>2</u>	<u>10</u>	<u>17</u>
Total - 51 Businesses	161	193	4114	606

* Would vary with use, 15 spaces computed in summary.

STUDY NO. 2 -- MAIN STREET INTERSECTION

Two street alignments are being considered for the intersection of Electric Avenue and Main Street. The intersection could be maintained in its present configuration or be modified to create one standard intersection. If the intersection were modified, traffic circulation would be improved. However, this concept would divide the right-of-way into a number of parcels, therefore limiting the usability of some of the parcels.

Recently two additional stop signs were installed on Main Street at Electric Avenue (north) and Electric Avenue (south). Indications are that the additional stop signs have improved traffic safety at these intersections.

At the joint session of the City Council, Planning Commission and Parks and Recreation Commission, some confusion arose regarding the movement of pedestrians and bicycles across the intersection. The accompanying sheet illustrates the sidewalks and crosswalks for both alignments. (See Illustrations Nos. 8 and 9)

STUDY NO. 3 -- TENNIS COURTS

Recently a number of residents have expressed an interest in having tennis courts constructed on the right-of-way in conjunction with the greenbelt development. If courts were to be installed, each would require an area of 60 ft. x 120 ft. Tennis courts should be enclosed by a 12 ft. high fence, and if lighting were desired for evening play, the light standards should be a minimum of 25 ft. in height.

Presently there are seven tennis courts in the city which are open to the public at least during portions of the day and evening. Two additional courts are currently under construction and three more are tentatively proposed for development in the near future. Of the seven tennis courts, six are located at school sites and three of these are multi-purpose courts, which are used for both tennis and basketball.

The following is an inventory of existing and proposed tennis courts within the city:

<u>Location</u>	<u>Area</u>	<u>Number of Courts</u>
McGaugh Intermediate School	Marina Hill	3 Existing Courts
Zoeter Elementary School	Coastal District	3 Existing Courts
Marina Community Center	Coastal District	1 Existing Court 1 Court Proposed 74-75
Heather/Lampson Park	College Park East	2 Courts under Construction
Edison Park	College Park West	2 Courts Proposed 75-76

If tennis courts were to be placed on the right-of-way there would be several benefits. The additional courts would partially fulfill the need for more courts for instruction, as well as increase the number of courts available for general recreational play.

In January, various uses were considered to be included in the right-of-way development plan. At that time there was little support for locating tennis courts on the greenbelt. Three reasons why tennis courts were not considered desirable were (1) that fences around the tennis courts would not complement the development of the right-of-way, (2) the linear configuration of the right-of-way would require that tennis courts be placed end-to-end, and (3) this use is not consistent with the passive development theme which is proposed for the right-of-way.

Since that time, further analysis has revealed that these courts could not be constructed in the desirable north-south direction and constructing courts end-to-end is not well situated for the purpose of instruction.

The determination as to whether or not tennis courts should be developed on the right-of-way will have to be made by the Planning Commission and City Council in their consideration of the specific plan.

STUDY NO. 4 -- BIKE LANES

It has been determined that it would be more desirable to designate bike lanes on the Electric Avenues than to place a 10 ft. wide bike path on the right-of-way greenbelt. The staff has reviewed four feasible alternative locations for bike lanes and would recommend Concept No. 1 described below. The concepts are numerically ranked according to the preference of the staff. All of the alternatives are viable, but Concept No. 1 appears to be the most advantageous for this particular situation. (See Illustration No. 13)

The following is a description of the four concepts and the major advantages and disadvantages of each alternative.

Concept No. 1

Under this alternative the configuration of both Electric Avenues would be the same. A typical cross section from the sidewalk and parkway across the roadbed to the Pacific Electric right-of-way would contain an 8 ft. one-way bike lane, a 14 ft. travel lane and an 8 ft. parking lane.

The major advantages of this concept are:

1. Bicycle traffic would be located on the right-hand side of automobile traffic, which is the side of the street where bicycles are traditionally ridden. This concept would create minimal confusion for motorists and bicyclists at street intersections.

2. During times of peak traffic and high parking demand, the bike lane could be utilized for additional automobile parking. When this occurred, bicyclists would continue to ride on the right-hand side of moving traffic.

The major disadvantages of this concept are:

1. Motorists would have to park on the left-hand side of the street (adjacent to the right-of-way) which is more awkward for the average driver than parking on the right-hand side of the street.
2. Motorists leaving their cars would have to cross Electric Avenue in order to reach their residences.

Concept No. 2

Under this plan the configuration of both Electric Avenues would be the same. A typical cross section from the sidewalk and parkway across the roadbed to the Pacific Electric right-of-way would contain an 8 ft. parking lane, a 14 ft. travel lane and an 8 ft. one-way bike lane.

The major advantages of this plan are:

1. During times of peak traffic and high parking demand, the bike lane could be utilized for additional automobile parking.
2. Bikes would be ridden adjacent to the greenbelt and the bike lane would create a buffer between the right-of-way and the automobile travel lane.

The major disadvantages of this plan are:

1. Bicycles would be ridden on the left-hand side of automobile traffic, which is not in compliance with the traditional pattern. This concept would create confusion for motorists and bicyclists at street intersections.
2. During times when the bike lanes were used for automobile parking some confusion would be created regarding where bicycles should be ridden (on the left or right of moving traffic).

Concept No. 3

Under this alternative the configuration of both Electric Avenues would be the same. A typical cross section from the sidewalk and parkway across the roadbed to the Pacific Electric right-of-way would contain an 8 ft. parking lane, an 8 ft. one-way bike lane and a 14 ft. travel lane.

The major advantages of this plan are:

1. Bikes would be ridden in the traditional location on the right-hand side of moving traffic. Confusion at intersections would be minimized under this alternative.
2. The roadbed would be wide enough to allow occasional parking adjacent to the Pacific Electric right-of-way, but there would be some confusion for both motorists and bicyclists.

The major disadvantages of this alternative are:

1. Motorists who had parked their cars would open their car doors into the area that would be striped as a bike lane. This would

be a hazard to bike riders.

2. When parking was permitted adjacent to the right-of-way the area available for bike riding would be reduced and motorists would have to drive in a portion of the bike lane. This situation would be confusing because bike riders and motorists would be sharing an area that was designated as a bike lane.

Concept No. 4

Under this plan the uses of the two Electric Avenue roadbeds would differ. A cross section of Electric Avenue (north) from the sidewalk and parkway across the roadbed to the Pacific Electric right-of-way would contain an 8 ft. parking lane, a 12 ft. travel lane and a 10 ft. two-way bike lane. The roadbed of Electric Avenue (south) from the existing sidewalk and parkway would contain an 8 ft. parking lane, a 14 ft. travel lane and an 8 ft. parking lane.

The major advantages of this concept would be that approximately 85 additional parking spaces could be provided on Electric Avenue (south) adjacent to the Pacific Electric right-of-way while still providing a bicycle route which would not be located on the right-of-way.

The major disadvantages of this concept are:

1. Two way bicycle traffic would be located on the left-hand side of automobile traffic, which does not follow the traditional pattern. This plan would create considerable confusion for motorists and bicyclists at street intersections.

2. Bikes traveling in an easterly direction would be ridden in the opposite direction of vehicular traffic. Bicyclists are not encouraged to ride against the traffic in Seal Beach except in a few limited locations.

ILLUSTRATIONS

1 THRU 13

NUMBERS APPEAR

UPPER RIGHT-HAND

CORNER

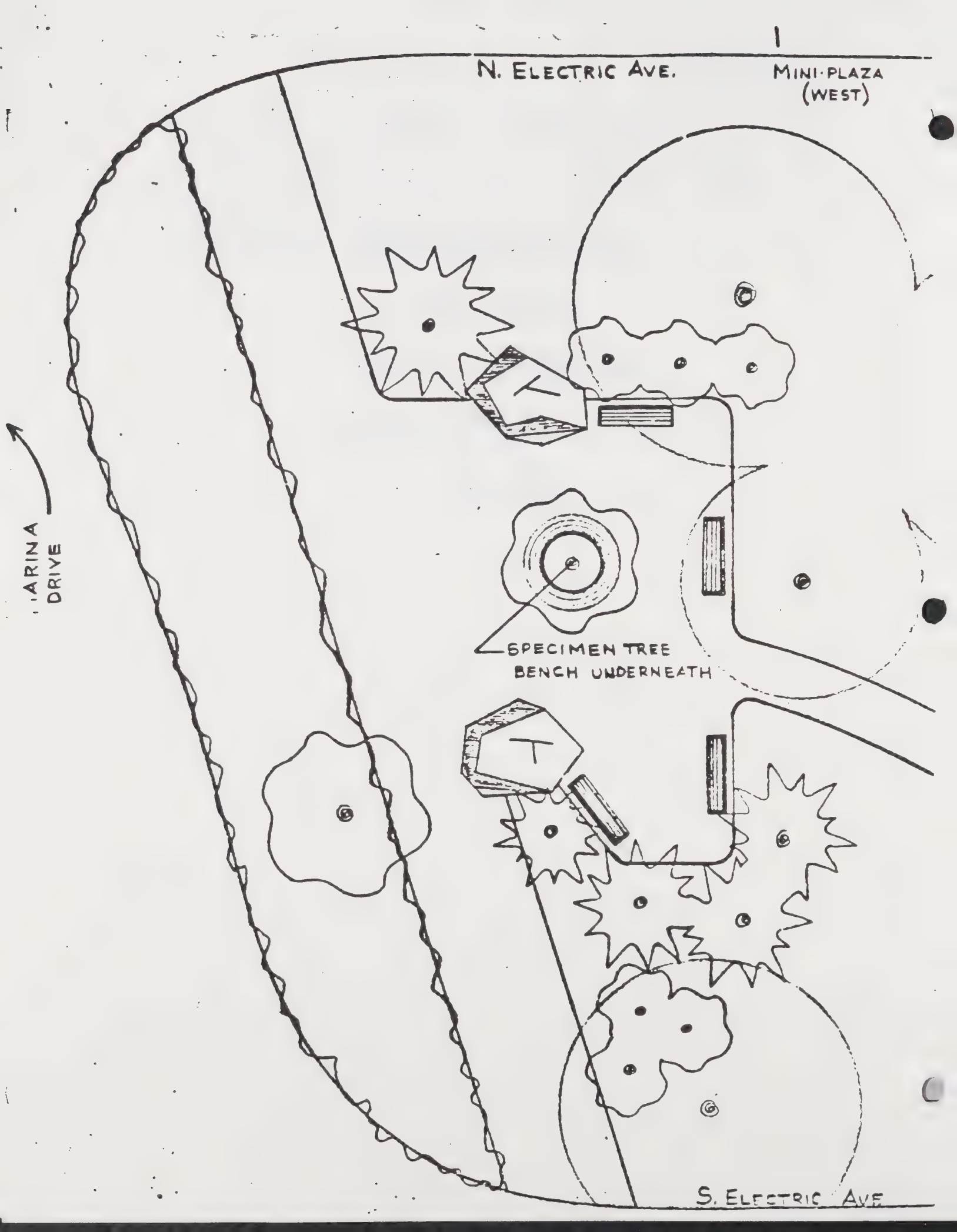
N. ELECTRIC AVE.

MINI-PLAZA
(WEST)

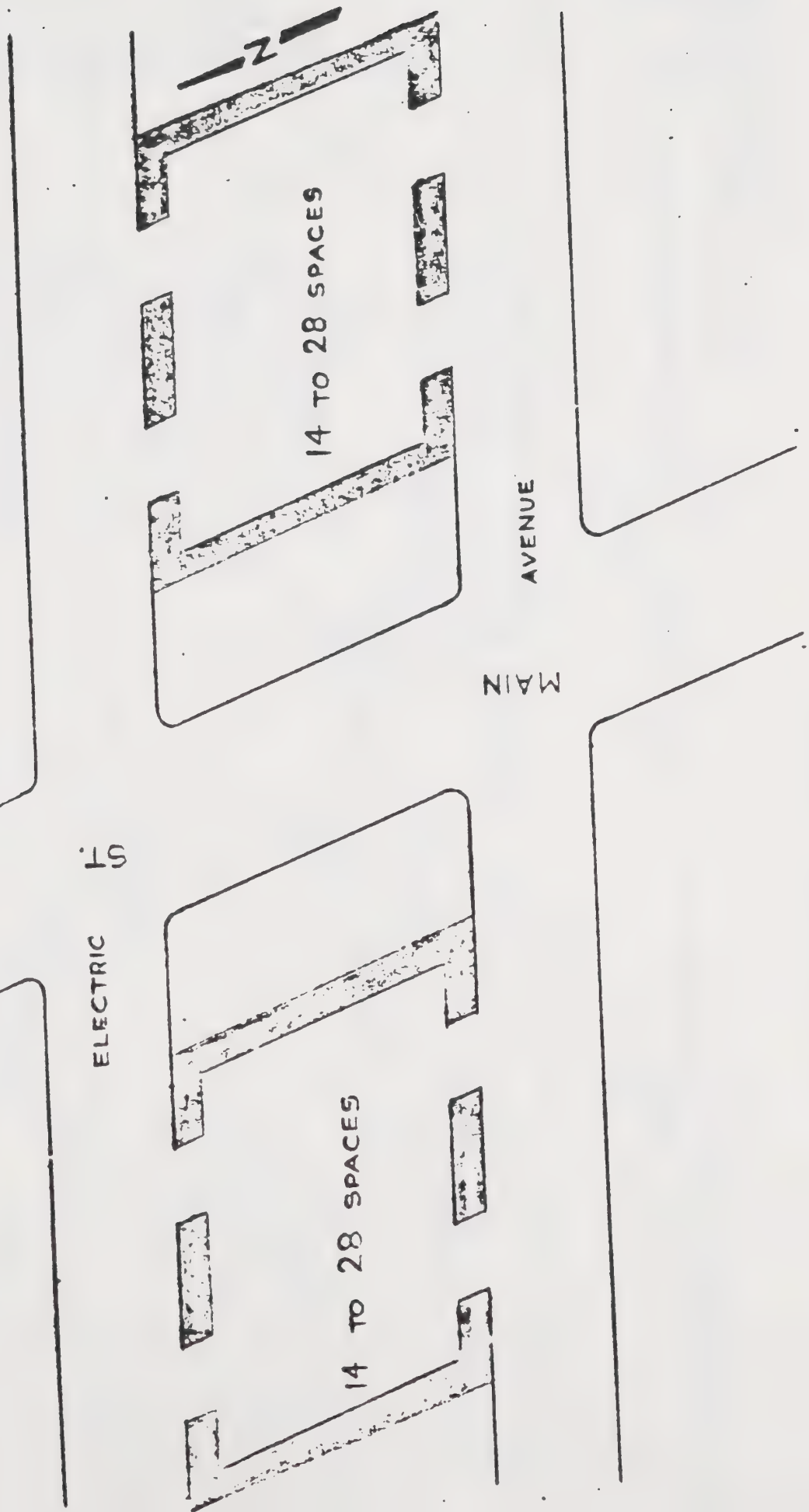
ARINA
DRIVE

SPECIMEN TREE
BENCH UNDERNEATH

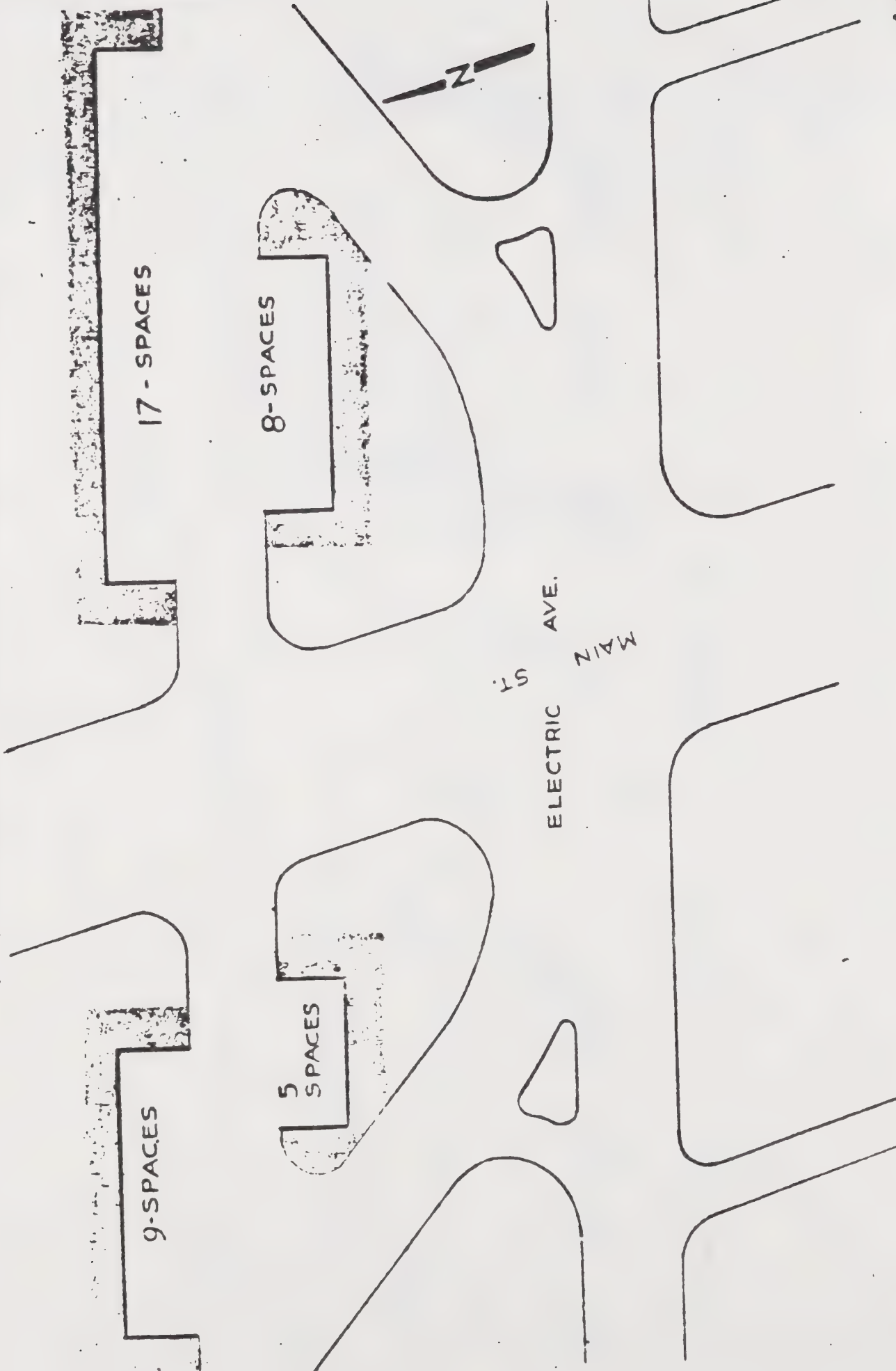
S. ELECTRIC AVE



A INTERSECTION PARKING CONFIGURATION (NO. 2)



B INTERSECTION PARKING CONFIGURATION (NO.3)

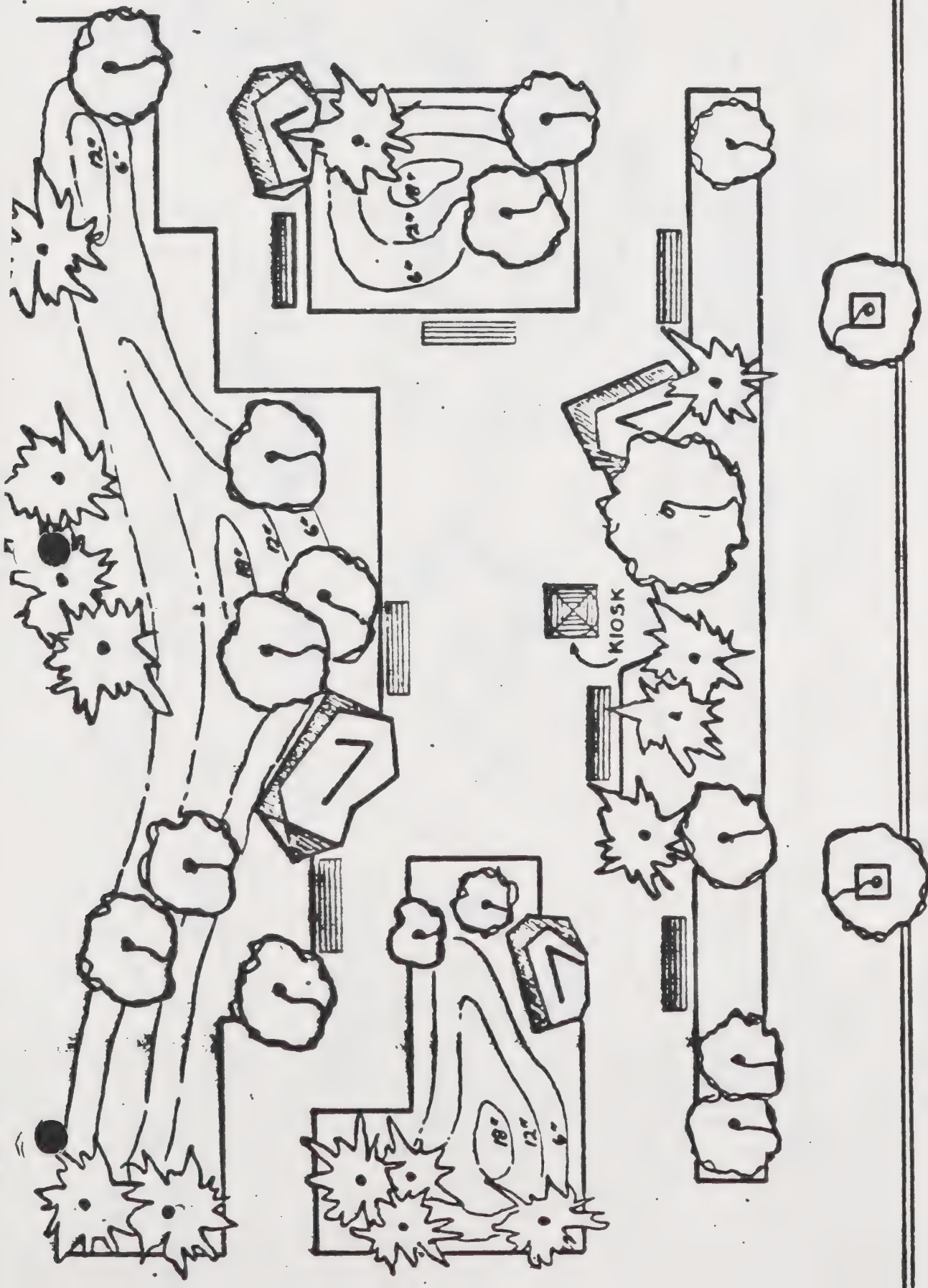


4 FOCAL POINT A
(WEST)

N. ELECTRIC AVE.



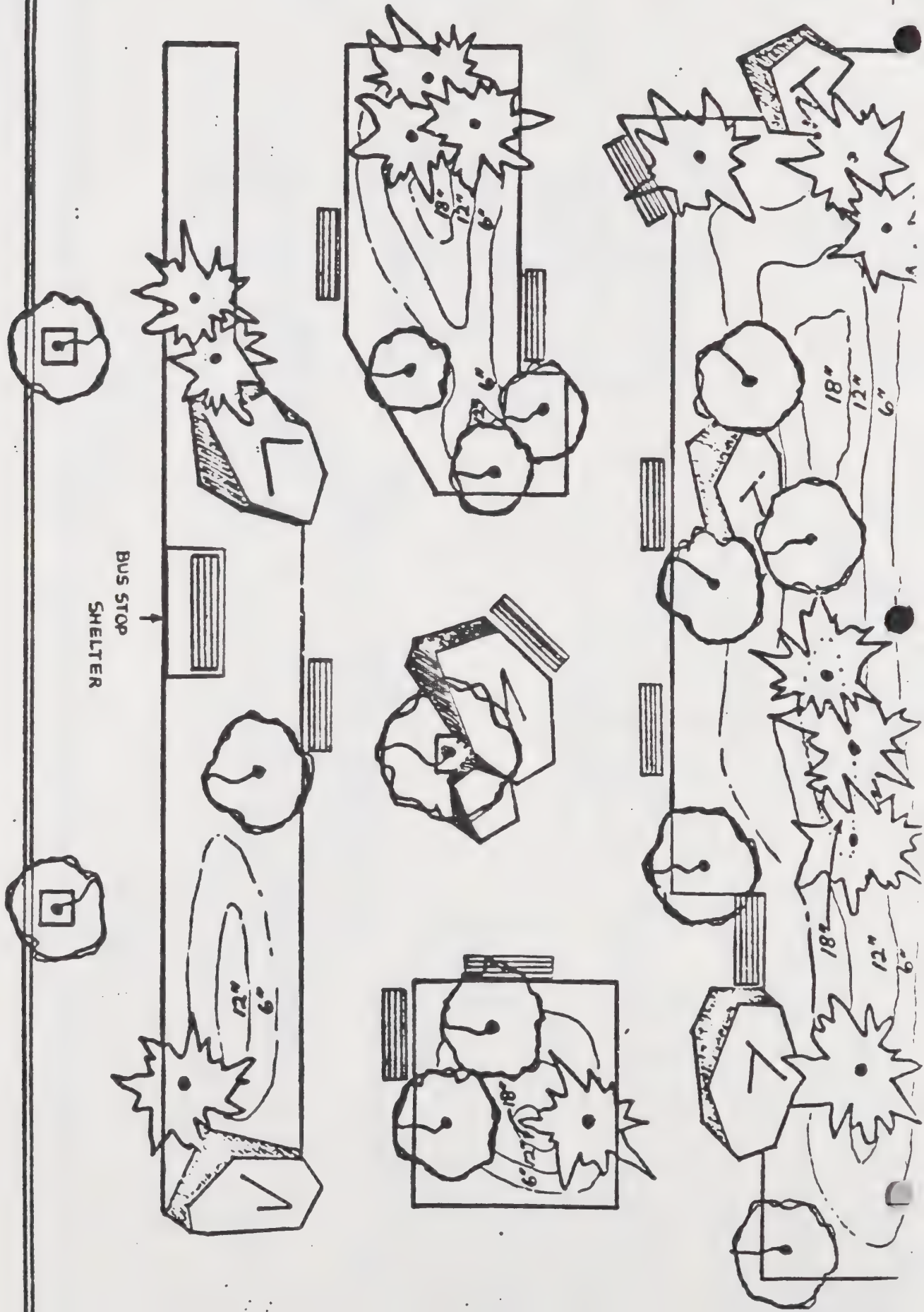
MAIN ST.



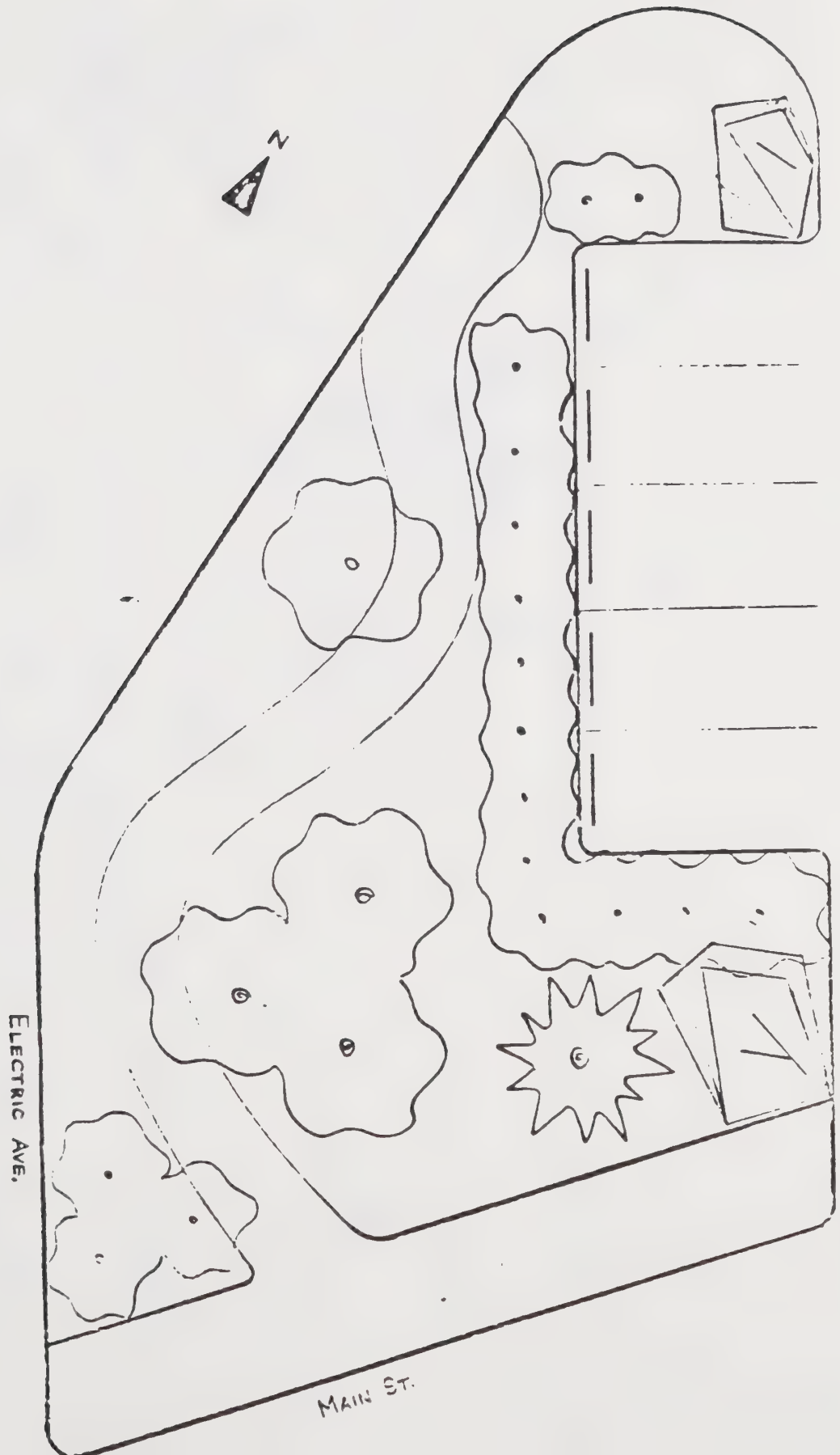
MAIN ST.

N. ELECTRIC AVE.

5 FOCAL POINT B
(WEST)



6
FOCAL POINT E
(WEST)



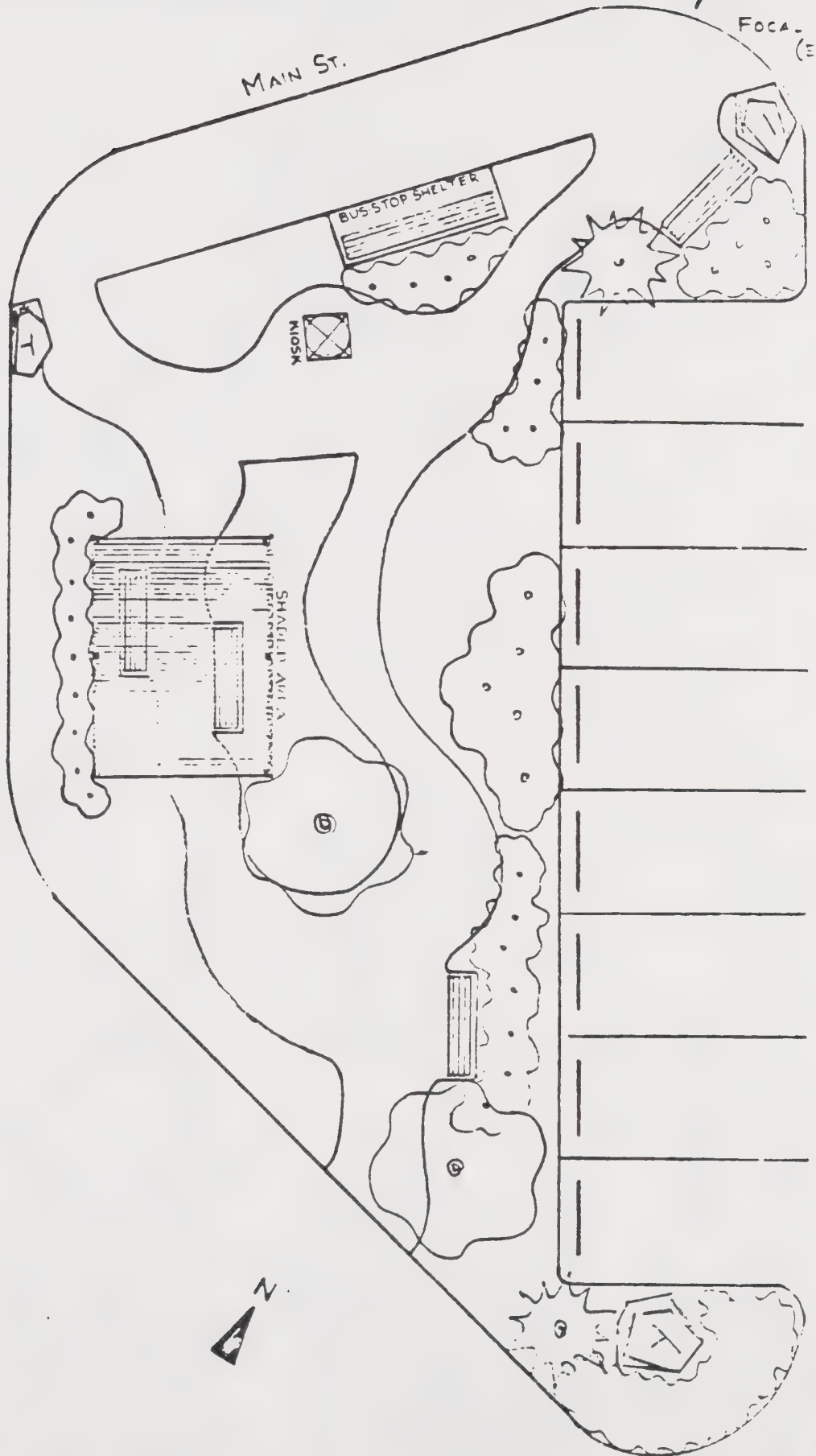
ELECTRIC AVE.

MAIN ST.

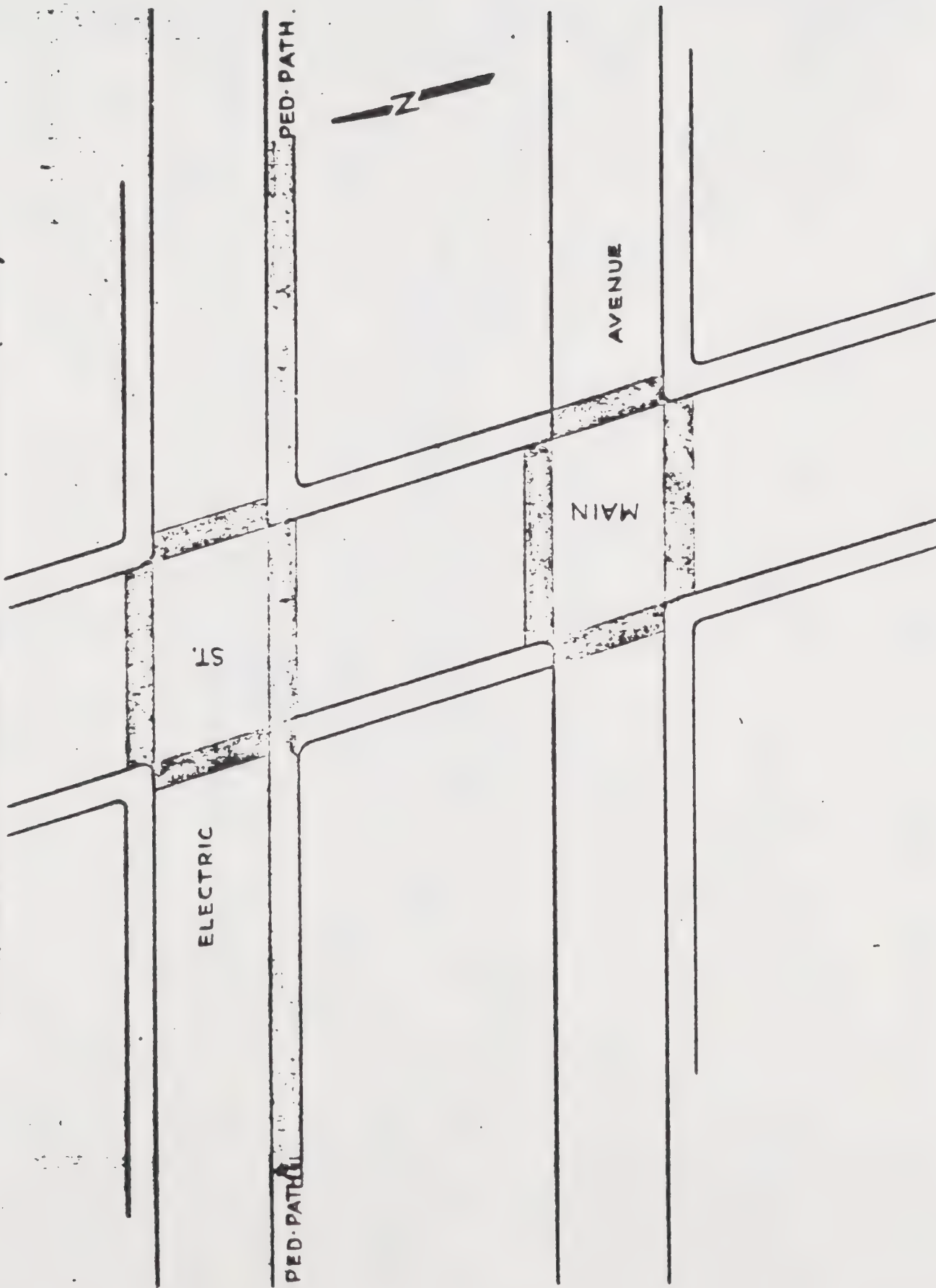
BUS STOP SHELTER

MOON

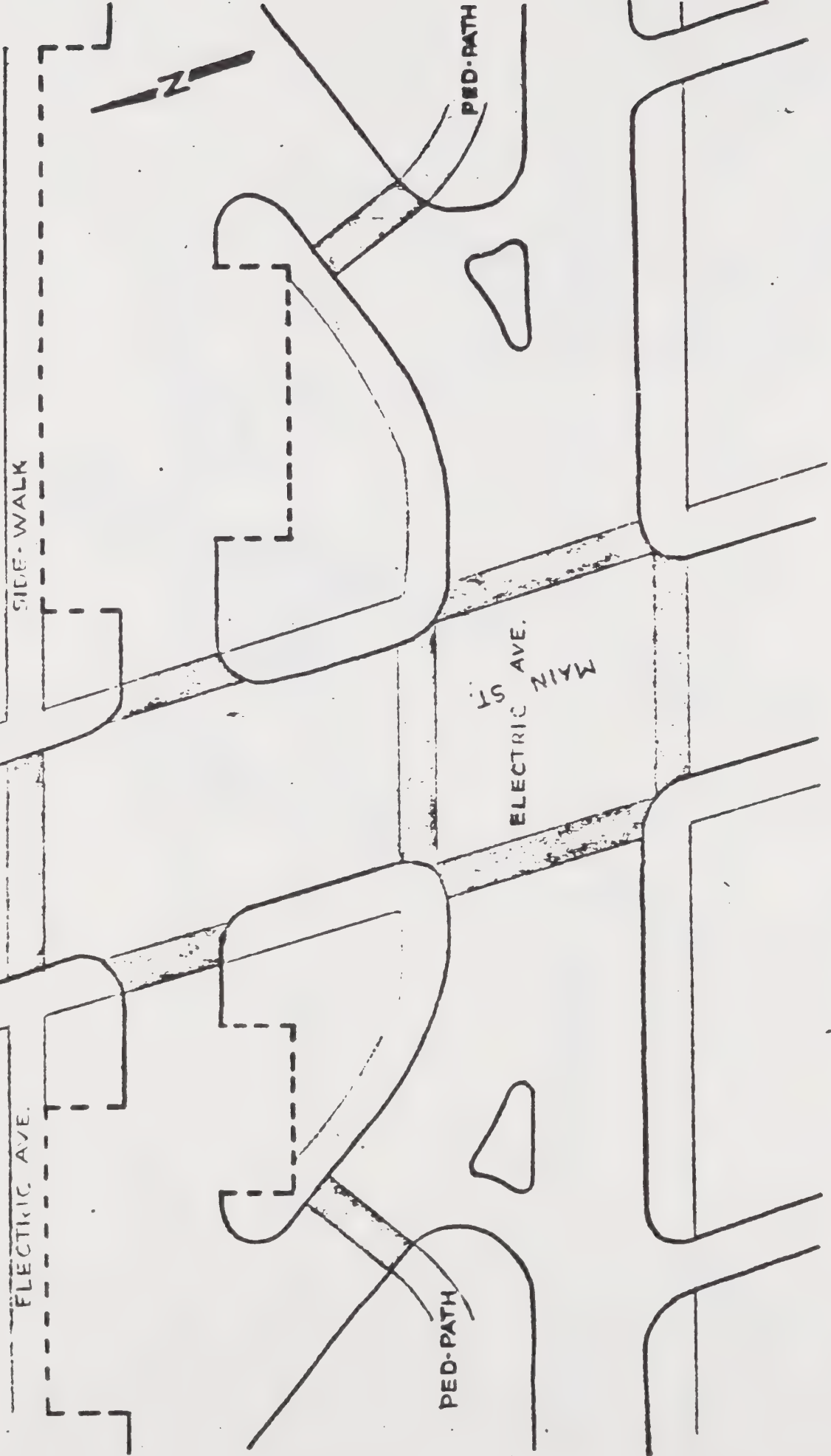
SHAFER AVE



A INTERSECTION PEDESTRIAN CONFIGURATION (NO. 8)



B INTERSECTION PEDESTRIAN CONFIGURATION (NO. 9)



N. ELECTRIC AVE.

10

SHADED
CONVERS.
AREA

PYRUS
KAWAKAMII
(EVER-GREEN
PEAR/SPECIMEN)

TWELFTH STREET

10'
20'
30'

S. ELECTRIC AVE.

N. ELECTRIC AVE.

16TH ST.

11

BIKE
REST
AREA

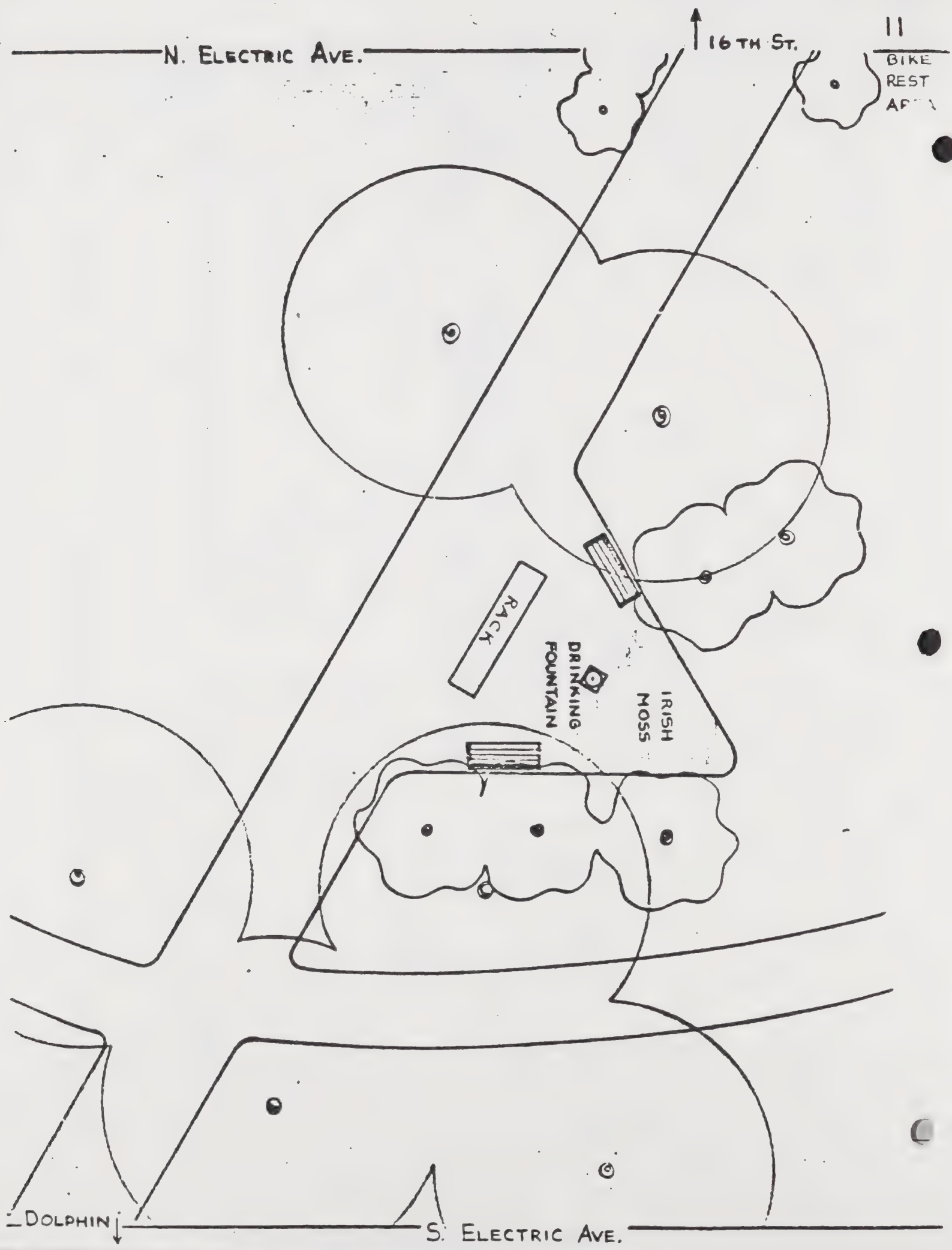
RACK

DRINKING
FOUNTAIN

IRISH
MOSS

DOLPHIN

S. ELECTRIC AVE.

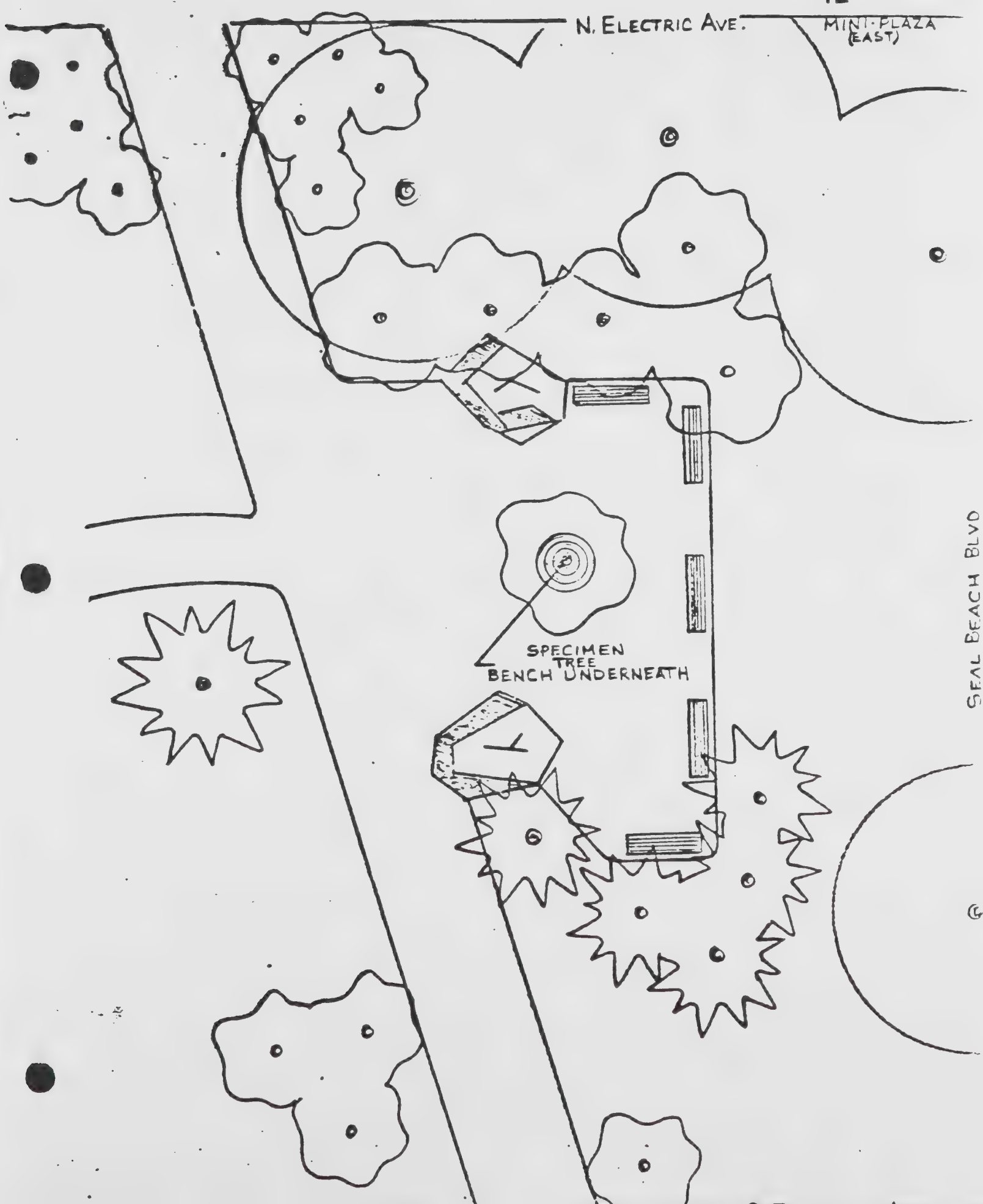


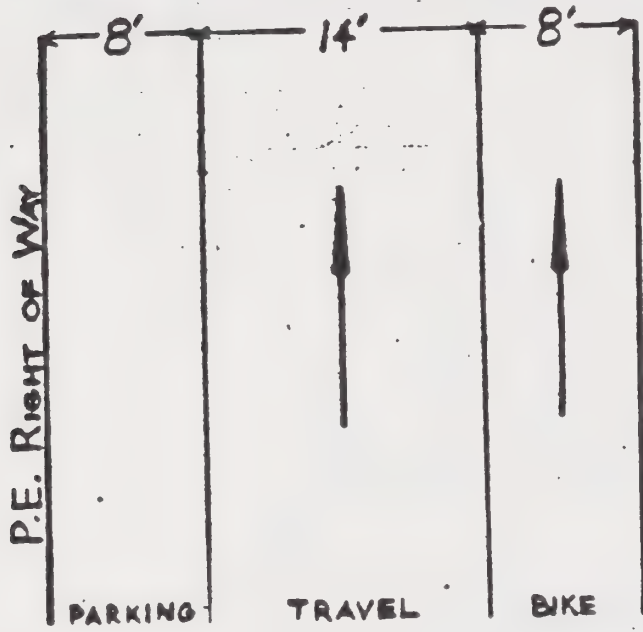
N. ELECTRIC AVE.

MINI-PLAZA
(EAST)

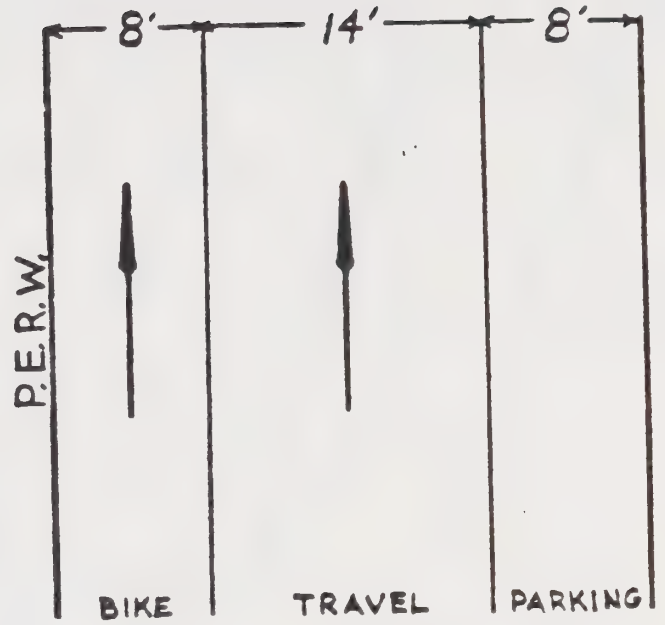
SEAL BEACH BLVD

SPECIMEN
TREE
BENCH UNDERNEATH

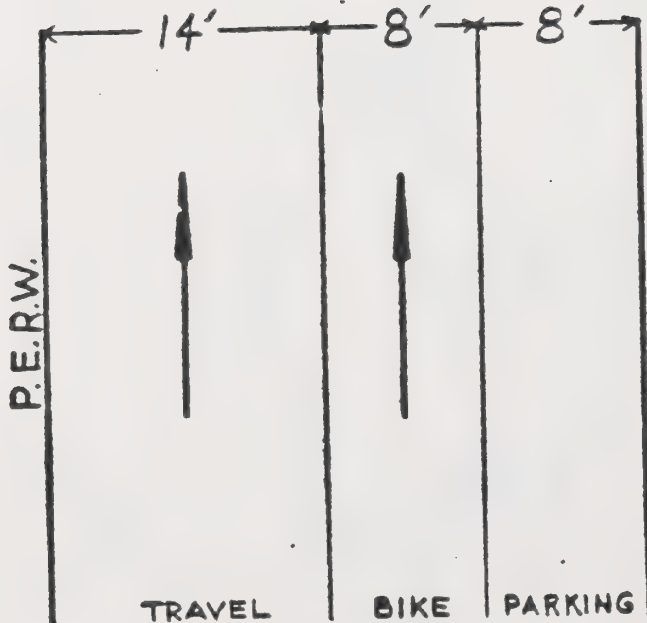




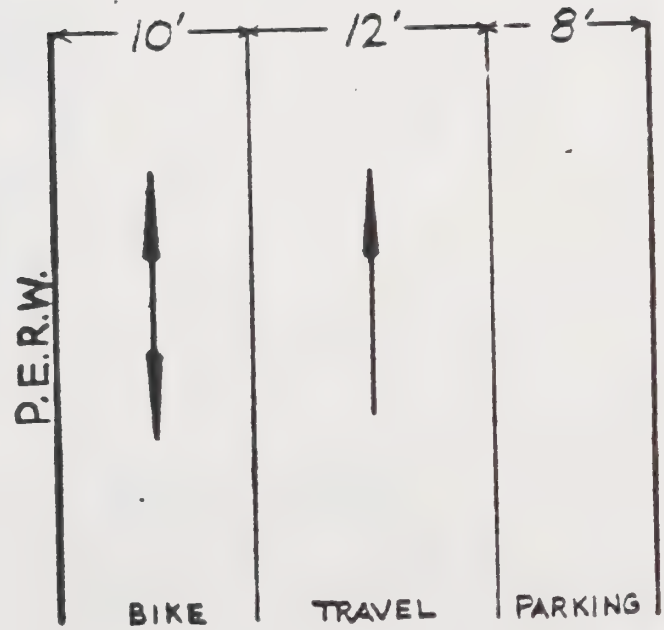
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2



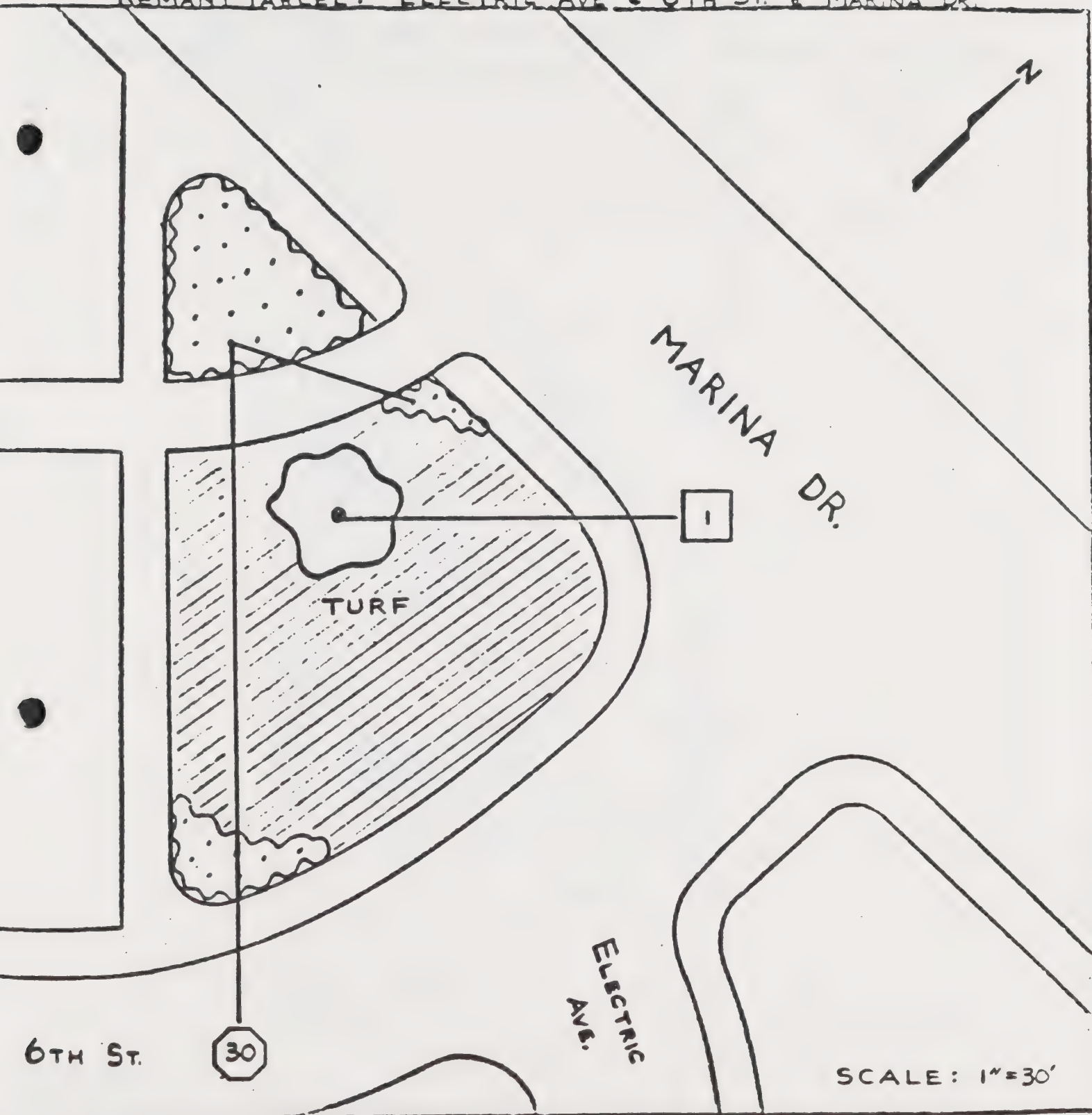
3



4★

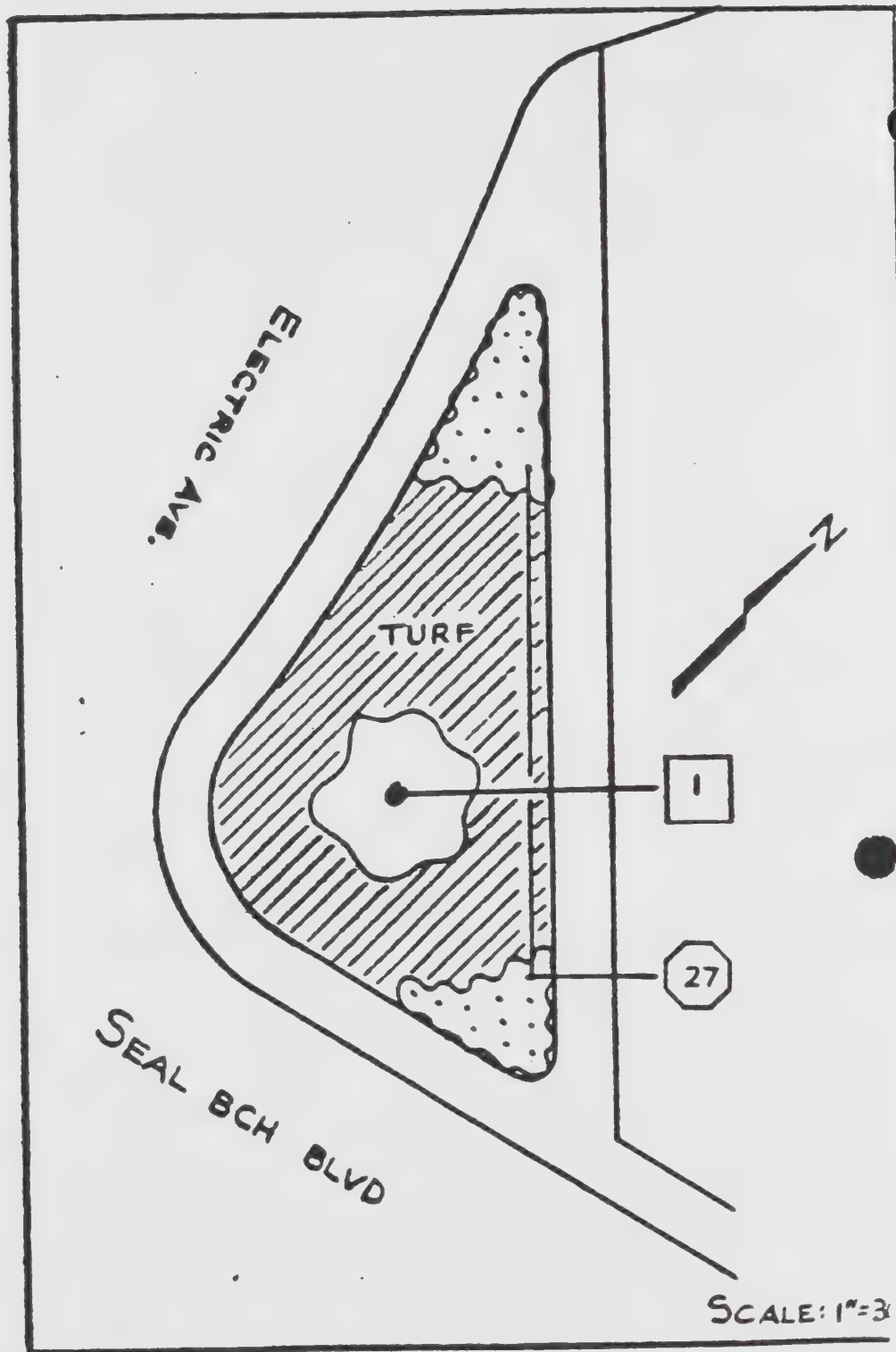
★ NORTH-SIDE : TWO-WAY-BIKE/TRAVEL/PARKING
SOUTH-SIDE: PARKING/TRAVEL/PARKING

REMANANT PARCEL: ELECTRIC AVE & 6TH ST. & MARINA DR.



- 30 — RAPHIOLEPIS INDICA "ROSEA"
PINK INDIAN HAWTHORN
- 1 — ERYTHRINA CAFFRA
CORAL TREE.

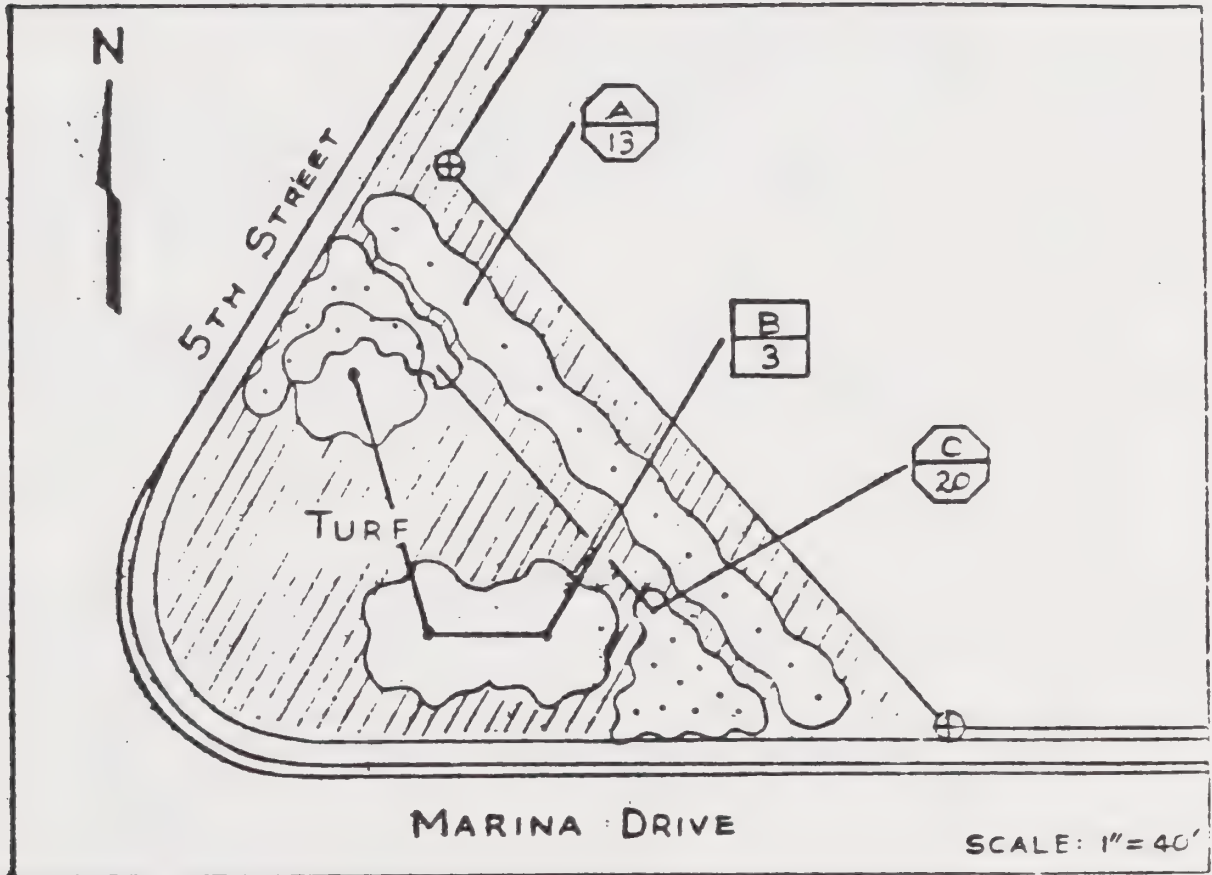
REMNANT PARCEL: ELECTRIC AVE & SEAL BEACH BLVD



27 — *RAPHIOLEPIS INDICA* "ROSEA"
PINK INDIAN HAWTHORN

1 — *ERYTHRINA CAFFRA*
CORAL TREE

TRIANGULAR PARCEL: 5TH AND MARINA



SYMBOL	NAME	QUANTITY
A	DODONEA VISCOSA "PURPUREA" PURPLE HOPSEED	13
B	ERYTHRINA CAFFRA CORAL TREE	3
C	RAPHIOLEPIS INDICA "ROSEA" PINK INDIAN HAWTHORNE	20



5 GAL



BOX

ENVIRONMENTAL IMPACT REPORT
NEGATIVE DECLARATION
FOR A
SPECIFIC PLAN FOR THE DEVELOPMENT
OF THE PACIFIC ELECTRIC RIGHT-OF-WAY

Location and Description of Project

The City of Seal Beach proposes to develop a portion of the abandoned Pacific Electric right-of-way as a greenbelt with limited public facilities and some parking. The project area is a linear strip of land 100 feet wide and approximately 3600 feet long which is slightly over 8 acres in size. The right-of-way is located in the City's Coastal District between Pacific Coast Highway and the beach.

The first phase of development would consist of landscaping the right-of-way, installing a pedestrian walkway, providing some additional parking, and devoting areas for passive recreational activities. Development of a library/senior citizen's building would constitute the second phase of the project. A more detailed environmental assessment will be made for the proposed library/senior citizen's building at such time as funding is available for the construction of the facility.

Purpose of the Project

The purpose of the project is to provide additional parkland and public facilities in an urban environment. The improvements that are proposed would be of a passive recreational nature and would help promote the character of the City.

Discussion of the Environmental Assessment

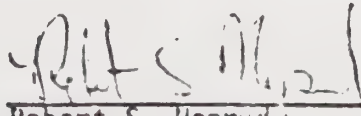
Under the provisions of the specific plan, open space land will be retained and improved for the enjoyment of all. Presently, land within the project area is barren and undeveloped. Due to poor soil conditions, there is little vegetation, and few animals or birds have been observed on the right-of-way.

Because the project is located in a developed area, it will not have a growth inducing impact on the community.

Basis for the Negative Declaration

The environmental impact of this proposed project is not considered to be significant for the following reasons:

1. An open space area will be retained for park and public uses.
2. No wild life or historical areas will be lost.
3. Noise and air pollution levels are expected to decrease as a result of development of this project.
4. There will be no displacement of people or businesses.
5. The project will not have a growth inducing impact because the surrounding area is developed.


Robert S. Heprud
Planning Director

Dated May 15, 1974

HELLMAN SPECIFIC PLAN

PREPARED FOR:
THE CITY OF SEAL BEACH

PREPARED BY:



240 NEWPORT CENTER DRIVE, SUITE 215,
NEWPORT BEACH, CA 92660, (714) 640-4911

JANUARY, 1981

Conditions for P-77/2445

Prior to issuance of permit, applicant shall submit:

1. for review and recordation the "First Amendment to Participation and Disposition Agreement," dated January 30, 1978, and covenants thereto shall expressly provide for the following:

The Redevelopment Agency or its successor shall conduct an annual audit of Seal Beach Associates and its successors and assigns to insure that 120 units in the trailer park are maintained as a low and moderate income housing resource. Said audit shall insure that the rental rates do not exceed those specified in Sections 2.00 - 2.06 of the First Amendment to Participation and Disposition Agreement. Said audit shall also insure that the tenants of the 120 units so reserved as low and moderate income housing have incomes consistent with persons and families of low or moderate income as those terms are defined in California Health and Safety Code Section 41056, and as Section 41056 may be amended.

2. landscaping plans (composed primarily of endemic vegetation) to integrate the development with the surrounding environment; plans shall be implemented within six months after completion of each phase of the development.

* * *

SUMMARY OF CONTENTS

I. SPECIFIC PLAN CONCEPT

II. ENABLING ORDINANCE

III. HELLMAN SPECIFIC PLAN

- A. Introduction
- B. Land Use Development Plan
- C. General Development Standards
- D. Residential Development Standards
- E. Open Space Standards
- F. Interim Land Use Standards
- G. Specific Plan Implementation
- H. Relationship to Existing Plans
- I. Amendments to Specific Plan

I. SPECIFIC PLAN CONCEPT

SPECIFIC PLAN CONCEPT

To ensure quality and responsible development of the Hellman property, a development monitoring mechanism, reflecting thorough and comprehensive land use planning, is proposed. The planning mechanism most suited to this objective is the Specific Plan, which is authorized by the California Government Code, Section 65450 et. seq. The Specific Plan concept, when adopted by City legislative action, then serves a planning and regulatory function.

What a Specific Plan is and how it functions are best described by a comparison to the General Plan. The purpose of the General Plan is to express, in general terms, the City's thoughtful planning of its future environment. However, the General Plan does not address specific parcels of land in a detailed manner, but rather functions only as a general blueprint for future development within the City. The General Plan is adopted by the City as a legislative act and may thereafter be amended as required by changing trends.

The Specific Plan differs from the General Plan in that it is a device used to refine and implement the goals and objectives as outlined in the General Plan by focusing on a particular parcel or parcels of land. Detailed analysis of the planning considerations for each parcel are then made with regulations and controls being adopted for future development of these parcels. The Specific Plan is similar to the General Plan as it is adopted and amended by City legislative action and, when so adopted, controls all development within the affected area.

When applied to the Hellman property, the Specific Plan mechanism will serve another important function in terms of the City's coastal planning obligation under the California Coastal Act of 1976. The Hellman Specific Plan will serve as the implementation phase of a portion of the City's Local Coastal Plan, thus providing assurance that the policies of the Local Coastal Program will guide development of the property over time.

As specified by the Government Code, a City may prepare Specific Plans based on the General Plan and its programs, as may be required for the systematic execution of the General Plan. The Government Code further stipulates that a Specific Plan address an array of various concerns with respect to an affected area, including but not limited to: the implementation of the applicable provisions of each element of the General Plan; the location of housing, business, open space, agriculture, recreation facilities, education facilities, public building and grounds, solid and liquid waste disposal facilities; the location of areas, such as flood plains, or excessively steep or unstable terrain, wherein no buildings will be permitted in

the absence of adequate measures to reduce the level of risks to that area comparable with adjoining and surrounding areas; the location and extent of existing or proposed streets and roads, their names or numbers, their proposed widths and prospective standards for their construction and maintenance, standards for population density and building density including lot size and permissible types of construction; provisions for water supply, sewage disposal, storm water drainage and the disposal of solid waste and standards for the conservation, development and utilization of natural resources, including underground and surface waters, vegetation, soils, water courses and wildlife resources.

The Hellman Specific Plan, therefore, sets forth the proposed development monitoring mechanism for specific portions of the Hellman property. In keeping with the provisions of the Government Code, this document consists of two components; an Enabling Ordinance for the Specific Plan and the Hellman Specific Plan.

The Enabling Ordinance is included in the Specific Plan in order to achieve consistency between the Hellman Specific Plan and all applicable zoning and Redevelopment Agency regulations. The ordinance adopts the Hellman Specific Plan, creates a new zoning district entitled the Hellman Specific Plan District Zone, rezones the Hellman property from existing single family residential, commercial and oil extraction designations to the Hellman Specific Plan District Zone, refines the City Redevelopment Plan and designates the Specific Plan as the partial implementation phase of the City's Local Coastal Plan for this property.

The Hellman Specific Plan serves as the principal document regulating development on specific portions of the Hellman property. In addition to addressing the items specified by the Government Code, the Specific Plan also sets forth the concepts which guided the planning of the development, incorporates maps and exhibits illustrating the planning concepts, provides property development standards, establishes development phasing sequences and development review procedures. The Hellman Specific Plan establishes these procedures only for those areas known as Planning Units 1 through 9.

II. ENABLING ORDINANCE

AN ORDINANCE OF THE CITY OF SEAL BEACH, CALIFORNIA, ADOPTING THE HELLMAN SPECIFIC PLAN, ESTABLISHING A ZONING DISTRICT ENTITLED "THE HELLMAN SPECIFIC PLAN DISTRICT ZONE," AMENDING ARTICLE 3, SECTION 28-301 OF ORDINANCE NO. 948, KNOWN AS "THE SEAL BEACH CITY ZONING ORDINANCE," BY CHANGING THE ZONING MAP, AMENDING SECTION V OF THE CITY REDEVELOPMENT PLAN, KNOWN AS THE "RIVERFRONT REDEVELOPMENT PLAN, BY CHANGING THE REDEVELOPMENT MAP AND ADOPTING THE HELLMAN SPECIFIC PLAN AS A PORTION OF THE IMPLEMENTATION PHASE OF THE CITY OF SEAL BEACH LOCAL COASTAL PLAN.

WHEREAS, the City Council of the City of Seal Beach desires to establish a diversified, planned combined use zoning district for certain areas within District V of the City known as the Marina Hill and College Park East District, and to designate land uses consistent with the General Plan that will promote the health, safety and general welfare of those working and residing in the City; and

WHEREAS, the location, terrain, soil conditions and natural resources of this area of the City will require varied and innovative land uses, densities, housing types, siting and foundation techniques in order to accomplish said objective while preserving portions of existing open space; and

WHEREAS, oil extraction activities are deemed to be a desirable land use for portions of the Hellman Property at present, however, it is acknowledged that oil extraction activities may not represent the ultimate use of land and the City Council desires to plan for an eventual change in land uses following the landowner's decision to terminate such activities; and

WHEREAS, a comprehensive land use and development monitoring mechanism is deemed necessary for the subject property; and

WHEREAS, detailed studies of the project site and surrounding land uses reveals that more diverse land uses are appropriate in keeping with the intent of the Riverfront Redevelopment Project;

WHEREAS, the City Council of the City of Seal Beach desires to adopt an appropriate planning mechanism to implement the land use component of the Seal Beach Local Coastal Plan consistent with Chapter 3 of the California Coastal Act of 1976;

NOW, THEREFORE, the City Council of the City of Seal Beach, California, pursuant to the recommendations by the Local Coastal Program Citizen's Advisory Committee, Planning Commission and Redevelopment Agency, does hereby ordain as follows:

SECTION 1. That the Hellman Specific Plan is hereby approved and adopted, as set forth in Exhibit A hereto, which is incorporated herein by this reference.

SECTION 2. That a zoning district entitled "The Hellman Specific Plan District Zone" is hereby established consisting of, and in all respects consistent with, the regulations contained in the Hellman Specific Plan.

SECTION 3. That Article 3, Section 28-301 of Ordinance No. 948 is hereby amended by changing the districts and district boundaries shown upon the zoning map incorporated in Section 28-301 in order to rezone and include in the Hellman Specific Plan District Zone the said property, as described in Appendix 1 hereto, which is incorporated herein by reference.

SECTION 4. That the aforementioned zoning map shall be revised in accordance with Section 28-303 of Ordinance No. 948.

SECTION 5. That Section V of the City Redevelopment Plan and map is hereby amended in accordance with Section X (\$1000) as authorized under Section 33450 through 33458 of the California Redevelopment Law, to allow for the proper implementation of said law.

SECTION 6. That the Hellman Specific Plan is hereby adopted as a necessary partial implementing action to the land use component of the City of Seal Beach Local Coastal Plan as it is related to the Hellman Property, as specified by Section 30513 of the California Coastal Act of 1976. Further, that the Hellman Specific Plan is consistent with the goals and policies of Chapter 3 of the California Coastal Act of 1976.

SECTION 7. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application and to this end the provisions of this ordinance are declared to be severable.

SECTION 8. The City Clerk shall certify to the passage of this ordinance and cause the same to be published as required by law and the same shall take effect as provided by law.

Frank J. Lenzlo
Mayor

Joanne Yeo
City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS
CITY OF SEAL BEACH)

I, Joanne Yeo, City Clerk of the City of Seal Beach do hereby certify that the foregoing ordinance was introduced at a regular meeting held on June 8, 1981, and was adopted, passed and approved by the City Council of the City of Seal Beach at a regular meeting thereof held on the 22nd day of June, 1981 by the following vote:

YES: Councilmember(s) Redell, Hertz, Lenzlo, Understray

NOES: Councilmember(s) None

ABSENT: Councilmember(s) None

Joanne Yeo
City Clerk

III. HELLMAN SPECIFIC PLAN

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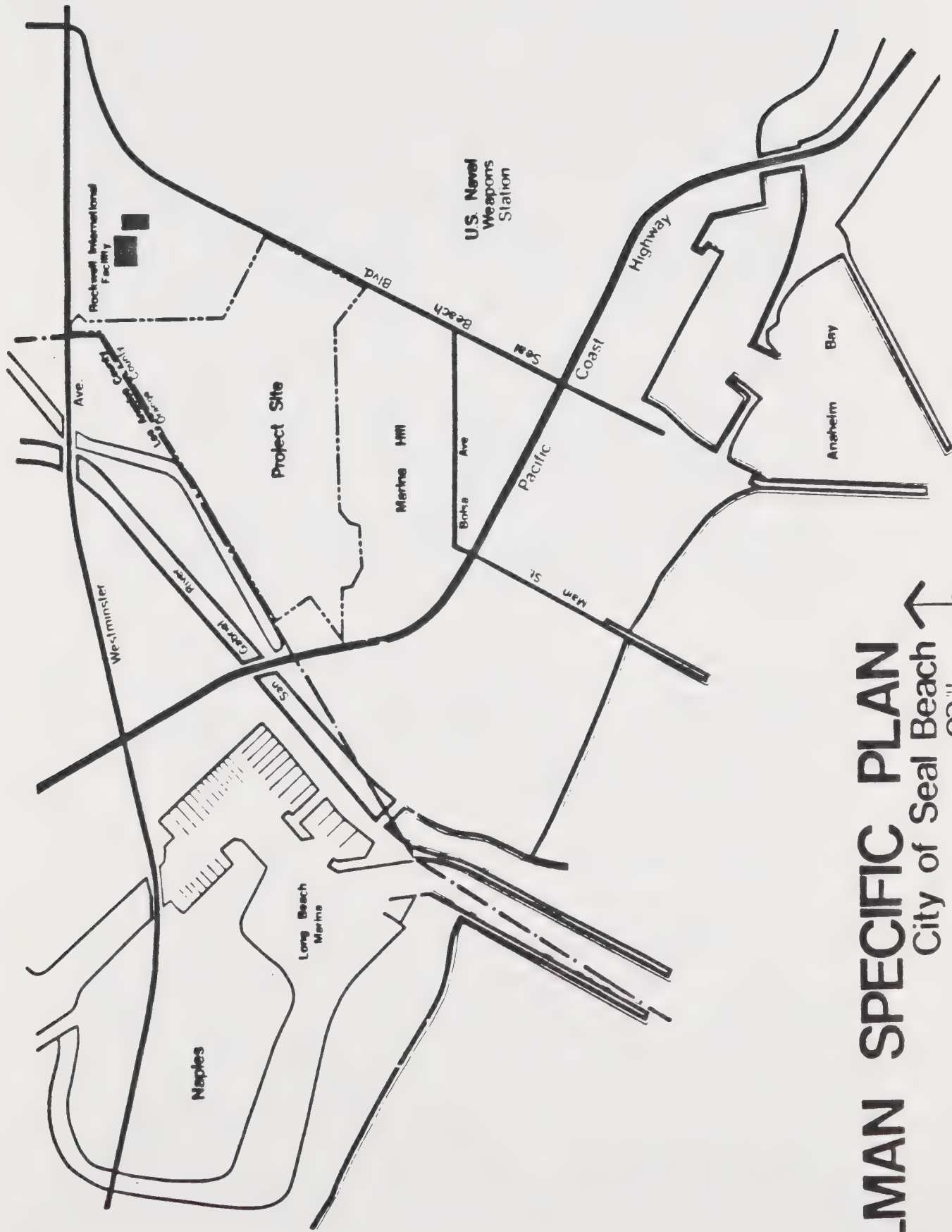
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HELLMAN SPECIFIC PLAN

City of Seal Beach

Seal Beach City

SECTION A: INTRODUCTION

1. AUTHORITY AND SCOPE

The adoption of the Hellman Specific Plan by the City of Seal Beach is authorized by the following:

- a. Title 7, Division 1, Chapter 3, Articles 8 and 9 of the California Government Code (Section 65450 et. seq.). Pursuant to these provisions, the Planning Commission may, or shall if so directed by the City Council, prepare Specific Plans based on the General Plan and drafts of such regulations, programs and legislation as may, in the judgement of the Planning Commission, be required for the systematic execution of the General Plan. Such a Specific Plan may include all detailed regulations, conditions, programs and proposed legislation which may be necessary or convenient for the systematic implementation of each element of the General Plan; and
- b. Division 24, Part 1, Chapter 2, Articles 4 and 12 of the California Health and Safety Code which relate to the preparation and adoption of redevelopment plans and amendments thereto by the Redevelopment Agency; and
- c. Division 20 of the California Public Resources Code (which is known as the California Coastal Act of 1976), Chapter 6, Article 2, Sections 30510, 30511 and 30513 which require the submission of zoning ordinances, zoning district map or other implementing actions to the Regional Commission following local government adoption.

2. PURPOSE AND INTENT

The Hellman Specific Plan is prepared to provide for the classification and development of portions of parcels of land as a coordinated comprehensive project so as to take advantage of the superior environment which can result from large scale community planning. The concepts, regulations and conditions established by the Hellman Specific Plan are intended to provide for a diversity of land uses and development standards created specifically for selected portions of the Hellman Property. The Hellman Specific Plan functions as both a ministerial and regulatory document in providing for the systematic means of executing the General Plan of the City of Seal Beach. The Hellman Specific Plan provides the opportunity to combine the concepts, procedures and regulations of numerous documents into one. Those documents include the Redevelopment

Plan for the portion of the Riverfront Redevelopment Project which falls within the Specific Plan area and the implementation component of the City of Seal Beach Local Coastal Plan for portions of Area 3. The Hellman Specific Plan when adopted by ordinance establishes the type, location, intensity and character of development to take place, while providing for creative and imaginative community design concepts which are preferred in dealing with unique site conditions. Alternative zoning regulations, development standards and other regulations have been incorporated into the Hellman Specific Plan in return for increased development sensitivity and community amenities to serve the present and future residents of the City of Seal Beach.

3. LOCATION

The Hellman Specific Plan applies only to that property cited in the precise legal description in Appendix 1. The land use development plan (Exhibit A) is the map indicating the property which is subject to the provisions of the Hellman Specific Plan. Specifically, the site is located between the San Gabriel River Channel to the west and Seal Beach Boulevard to the east. Bordering the northwesterly portion of the property is the Rockwell International Space Research Center.

4. NOTES AND CONDITIONS

- a. Unless otherwise specified, all development within the Hellman Specific Plan shall comply with the City of Seal Beach Municipal Code. Terms used herein shall have the same meaning as defined in the City of Seal Beach Municipal Code unless otherwise defined herein.
- b. Any details or issues not specifically covered by this Specific Plan shall be subject to the regulations of the City of Seal Beach Municipal Code.
- c. The approval of development within the Specific Plan area shall be governed by Section 65450 et. seq., of the State of California Government Code.
- d. All construction within the boundaries of the Specific Plan shall comply with all provisions of the Uniform Building Code and the various mechanical, electrical and plumbing codes adopted by the City of Seal Beach as established by Section 5 of the Seal Beach Municipal Code.
- e. Modifications to the Specific Plan which do not give rise to a conflict with the intent of the Specific Plan as approved, may be approved by the Planning Director at his discretion.

- f. An Environmental Impact Report which analyzes the "worst case" situation for the accumulative impacts for the physical development, proposed by the Specific Plan, has been certified by the City Council and is referenced hereby.
- g. Any land use designation not specifically covered by the Hellman Specific Plan shall be deemed inappropriate.
- h. If any regulation, condition, program or portion thereof of the Specific Plan is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and the invalidity of such provision shall not affect the validity of the remaining provisions hereof.
- i. The maximum number of allowable dwelling units is established for each residential planning unit as specified in the Land Use Development Plan (Exhibit "A"), therefore, any planning unit designated for residential use may be developed up to the maximum number of allowable dwelling units. Such residential development shall be subject to the residential development standards stated herein.
- j. The Hellman Specific Plan establishes specific development standards for Planning Units 1 through 9 only. Specific development standards for Planning Units 10 through 13 will be established at a later time through the Specific Plan Amendment procedure in Section I, herein.
- k. The maximum number of allowable dwelling units established for residential Planning Units 6 and 7 is specified in the Land Use Development Plan (Exhibit "A") as a total of 567 units for both Planning Units. The allocation of those units between Planning Units 6 and 7 will be proposed in the Precise Plans for Planning Units 6 and 7.

SECTION B: LAND USE DEVELOPMENT PLAN

1. LOCATION

The general location of all principal land uses is shown on Exhibit A, Land Use Development Plan. All construction within the Specific Plan area shall conform to Exhibit A and the Development Standards established in Sections C, D, E and F herein.

2. LAND USE CATEGORIES

There are three principal land use categories within the Specific Plan area:

Residential Land Uses
Open Space Land Uses
Interim Land Uses

3. AFFORDABLE HOUSING PROGRAM

a. Location of Affordable Dwelling Units

Residential Planning Unit 8 is targeted for affordable dwelling units consistent with Section 33413(b)(2) of the California Community Redevelopment Law which states that at least 15% of all new dwelling units developed within the project area by entities other than the Redevelopment Agency, must be affordable for "persons and families of low or moderate income". Further, 40% of that 15% must be set aside for very low income households. Section 41056 of that law, establishes definitions for "persons and families of low or moderate income".

b. Number of Affordable Dwelling Units

The number of affordable dwelling units to be located within Planning Unit 8 shall be 100 dwelling units. The development standards for those units is established in Section D - Residential Development Standards.

c. Future Affordable Dwelling Units

Should additional affordable dwelling units beyond those located in Planning Unit 8 be located within the Specific Plan area, they shall be located in Planning Units 6 or 7 only and shall comply with the development standards established for Planning Units 6 and 7 in Section D, herein.

4. CIRCULATION

a. Location

The street system shall be located generally, as shown on the Land Use Development Plan, Exhibit A. Precise alignments shall be established during Precise Plan Review in conformance to the standards established by the City Engineer.

b. Street Standards

The street system shall follow the design standards for primary highways, secondary highways and collectors, shown on Exhibit A. Local streets shall be established through the Precise Plan procedure herein. All streets shall conform to the standards established by the City Engineer.

LAND USE DEVELOPMENT PLAN

LAND USE	PLANNING UNIT	ACRES	ALLOWABLE UNITS
RESIDENTIAL			
SINGLE FAMILY (CUSTOM LOTS)	1	11.6	35
SINGLE FAMILY (STANDARD LOTS)	2	4.8	25
SINGLE FAMILY (STANDARD LOTS)	3	10.0	48
SINGLE FAMILY (STANDARD LOTS)	4	31.5	183
SINGLE FAMILY (STANDARD LOTS)	5	6.3	42
SINGLE FAMILY (ATTACHED)	6	18.8	587
SINGLE FAMILY	7	22.6	
SINGLE FAMILY	8	4.9	100
Multi-Family		110.5	1000
OTHER USES			
MEDIUM-DENSITY PARK	9	11.1	
COMMUNITY PARK	10	18.1	
OFF PRODUCTION FUTURE DEVELOPMENT	11	5.3	
FLOOD CONTROL RETENTION BASIN	12	28.8	
MAJOR ROAD	13	35.3	
Project Total		225.0	1000
() OPEN SPACE (MIN. 10% OF TOTAL) AVERAGE DENSITY 4.5 PER ACRE			

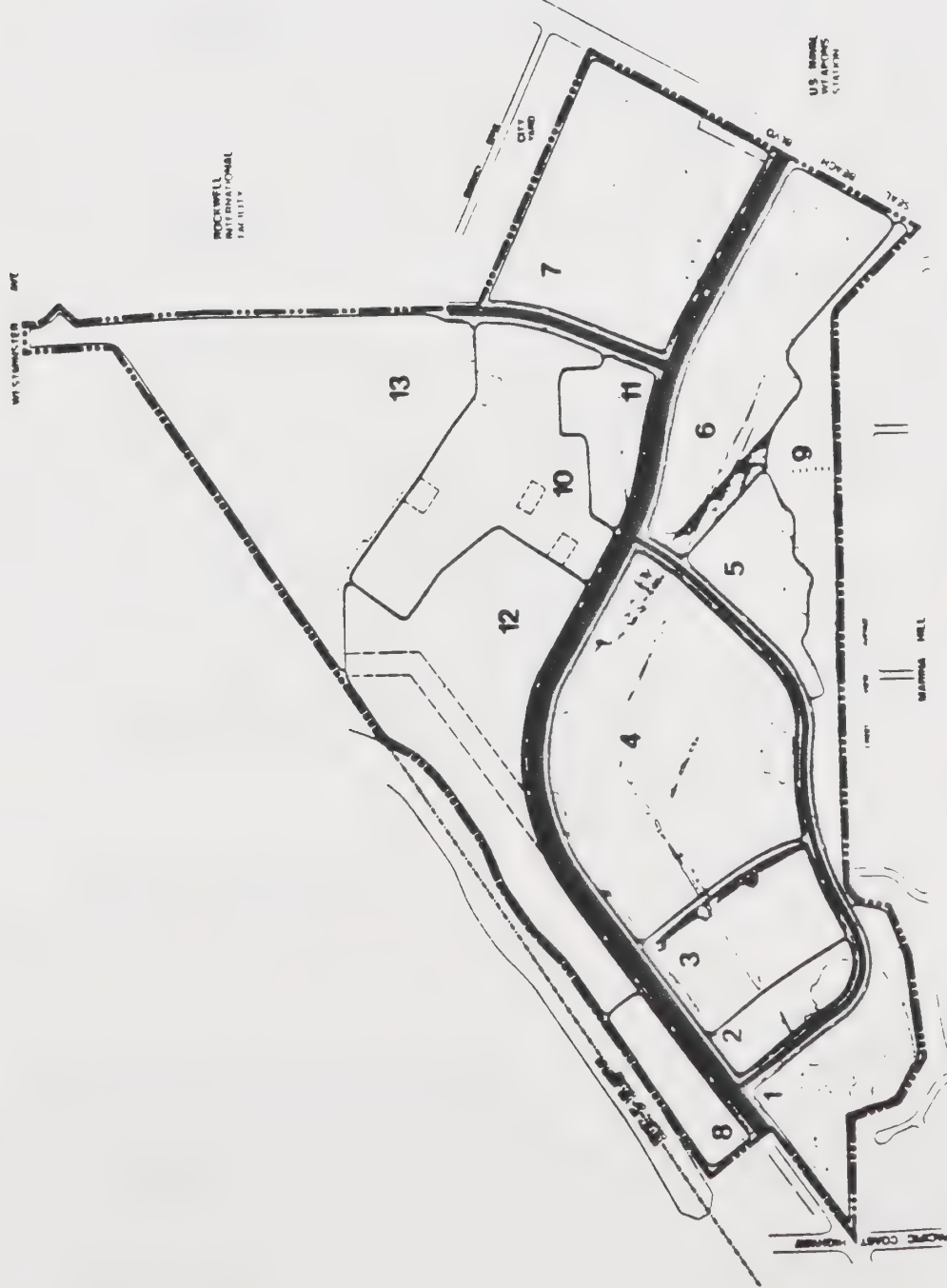
CIRCULATION

- PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- COLLECTOR

Exhibit A



THE PLANNING CENTER



HELLMAN SPECIFIC PLAN

City of Seal Beach

SECTION C: GENERAL DEVELOPMENT STANDARDS

1. PURPOSE

The General Development Standards provide continuity throughout the Specific Plan area by providing generalized standards for all residential, open space and interim land use areas. Detailed development standards are provided in Sections E, F and G.

2. MAXIMUM ALLOWABLE UNITS

The maximum number of allowable dwelling units is established for the entire Specific Plan and for individual planning units in the Land Use Development Plan, Exhibit A.

3. ROADWAY SETBACKS

The following minimum setbacks, measured from the roadway right-of-way, shall apply to structures abutting the roadways listed below:

Seal Beach Blvd. - 20 feet

Primary Highway - 20 feet adjacent to Planning Units 10, 11 and 12
20 feet adjacent to the front yard in all residential Planning Units
10 feet adjacent to the rear yard in all residential Planning Units
5 feet adjacent to the site yard in all residential Planning Units

Secondary Highway - 10 feet adjacent to Planning Unit 7
20 feet adjacent to Planning Units 10 and 11

Collector - 8 feet

SECTION D: RESIDENTIAL DEVELOPMENT STANDARDS

1. PERMITTED USES

- a. Permitted uses for single-family residential areas (Planning Units 1 through 5) shall be as follows:
 - 1) One single-family dwelling per lot.
 - 2) Accessory buildings.
 - 3) Public and private parks.
 - 4) Public utility and public service facilities.
 - 5) Temporary structures, enclosures as material storage incidental to construction activities.
- b. Permitted uses for attached dwelling areas (Planning Units 6 through 8) shall be as follows:
 - 1) Attached dwelling units including apartments and condominiums.
 - 2) Accessory buildings.
 - 3) Public and private parks.
 - 4) Public utility and public service facilities.
 - 5) Temporary structures, enclosures as material storage incidental to construction activities.

2. PERMITTED USES - SUBJECT TO CONDITIONAL USE PERMIT

The following uses are permitted in all residential areas subject to Planning Commission approval of a conditional use permit as established in Article 25 of the Zoning Code.

- a. Model homes, model home sales office.
- b. Such other uses as the Planning Director may consider to be within the intent and purpose of the Specific Plan.

3. MINIMUM LOT REQUIREMENTS

- a. Planning Unit 1: The minimum lot area shall be 8,000 square feet.
- b. Planning Unit 2: The minimum lot area shall be 6,000 square feet.

- c. Planning Unit 3: The minimum lot area shall be 5,000 square feet.
- d. Planning Unit 4: The minimum lot area shall be 5,000 square feet.
- e. Planning Unit 5: The minimum lot area shall be 5,000 square feet.
- f. Planning Units 6, 7 and 8: There shall be no minimum lot requirement.

4. SETBACKS

The following are minimum setback line distances for building locations:

Planning Unit 1:

- Setback from front lot line - 20 feet, 10 feet for turn in garages
- Setback from side lot line - 5 feet, 15 foot minimum building separation
- Setback from rear lot line - 15 feet

Planning Unit 2:

- Setback from front lot line - 20 feet for all floor area devoted to living space
- Setback from side lot line - 5 feet
- Setback from rear lot line - 15 feet

Planning Units 3, 4 and 5:

- Setback from front lot line - 18 feet for all floor area devoted to living space
- Setback from side lot line - 5 feet
- Setback from rear lot line - 10 feet

Planning Units 6, 7 and 8:

- There shall be no minimum setbacks except that there shall be a minimum building separation as follows:
 - 10 feet between 2 story structures
 - 15 feet between 3 story structures
 - 15 feet between structures of varied height

5. BUILDING HEIGHT

Planning Units 1, 2, 3, 4 and 5:

- The maximum building height shall be two stories, not to exceed 30 feet unless approved by the Planning Director.

Planning Units 6 and 7:

- The maximum building height shall be two stories over parking, not to exceed 30 feet.

Planning Unit 8:

- The maximum building height shall be three stories, not to exceed 35 feet.

6. PARKING

- Each dwelling unit shall provide a minimum of three off-street parking spaces, two of which must be covered and enclosed.

Planning Units 1, 2, 3, 4 and 5:

- Each dwelling unit shall provide a minimum of two covered and enclosed off-street parking spaces.

Planning Units 6 and 7:

- Each dwelling unit shall provide a minimum of two off-street parking spaces, plus one guest space for every ten dwelling units.

Planning Unit 8:

- All development shall provide three parking spaces for every four units, plus one guest space for every eight dwelling units.

SECTION E: OPEN SPACE STANDARDS

1. OPEN SPACE CATEGORIES

There are four open space categories which are shown on Exhibit A, Land Use Development Plan:

Neighborhood Park - Planning Unit 9

Community Park - Planning Unit 10

Flood Control Retention Basin - Planning Unit 13

Open Space Overlay - Portions of Planning Units 2, 3, 4, and 6

2. NEIGHBORHOOD PARK

The Neighborhood Park shall be improved and maintained by the City of Seal Beach for passive park issues.

3. COMMUNITY PARK

The Community Park is proposed as an active facility to be improved and maintained by the City of Seal Beach. The total gross acreage of the park is 18.1 acres with 17.0 net acres exclusive of four parcels with access easements devoted to oil production. The oil production parcels and access easements within Planning Unit 10 will be dedicated to the City of Seal Beach when oil production terminates.

4. FLOOD CONTROL RETENTION BASIN

The Flood Control Retention Basin is under the ownership of the Orange County Flood Control District. There is an opportunity for recreational use of the Basin by the City of Seal Beach based upon an agreement for such use between the City and the District.

5. OPEN SPACE OVERLAY

The Open Space Overlay depicts greenbelt areas within residential Planning Units 2, 3, 4 and 6. No structures shall be permitted within the open space overlay area.

The Open Space Overlay areas shall be improved by the developer and maintained by an established and continuously funded Homeowners Association.

6. DEVELOPMENT STANDARDS

Specific development standards for Planning Units 10 and 13 shall be established at a later time through the Specific Plan Amendment procedure in Section I, herein.

SECTION F: INTERIM LAND USE STANDARDS

1. LOCATION

Planning Units 11 and 12 are currently in oil production which is an interim land use. The duration of this activity is undetermined.

2. DEVELOPMENT STANDARDS

Specific development standards for Planning Units 11 and 12 shall be established at a later time through the Specific Plan Amendment procedure in Section I, herein.

3. FUTURE DEVELOPMENT

At the termination of oil production activities, there will be future urban land uses of Planning Units 11 and 12. Those land uses shall be determined through the Specific Plan Amendment procedure in Section I.

SECTION G: SPECIFIC PLAN IMPLEMENTATION

1. METHOD AND PURPOSE

The Hellman Specific Plan shall be implemented through the use of Precise Plans. Precise Plans establish development guidelines for proposed structures or improvements and their arrangements for each planning unit within the Specific Plan area for the following reasons:

- a. To ensure consistency with the Hellman Specific Plan.
- b. To encourage innovative neighborhood design and development.
- c. To assure substantial long-range compliance with the City of Seal Beach Local Coastal Plan as certified by the California Coastal Commission the Redevelopment Plan and General Plan, where applicable.
- d. To promote the highest contemporary standards of site design.
- e. To adapt to special or supplementary development standards that may be necessary from time to time to implement the Hellman Specific Plan.

2. APPLICABILITY

Precise Plans shall be required prior to Tentative Tract or Parcel Map approval for all planning units within the Specific Plan area. Authority for approval of Precise Plans shall rest with the City Council. Proponents for projects within individual planning units are encouraged to submit preliminary plans for review and comment by the planning department and Planning Commission prior to the final preparation of a Precise Plan.

3. PROCEDURE

Precise Plans, which contain plans, drawings, illustrations, designs, reports and other detailed information as required herein, shall be submitted to the planning department for review and comment. Comment from other City departments and service agencies shall be sought by the Planning Commission prior to preparing a recommendation on the Precise Plan.

Upon determination that the Precise Plan complies with the provisions of the Hellman Specific Plan, the Planning Director shall prepare a staff report with recommendations which shall be submitted along with the Precise Plan to

the Planning Commission at the earliest possible regular meeting. The Planning Commission shall recommend approval, denial or conditional approval of the Precise Plan.

Within forty (40) days of the Planning Commission meeting, the Planning Commission's recommendations and Planning Director's report shall be forwarded to the City Council at a regularly scheduled meeting. The City Council shall approve, deny or conditionally approve the Precise Plan.

4. TIME LIMITATION

Precise Plan approval in accordance with this policy, shall be valid for a period of two (2) years. If construction of a project does not commence within that period and proceed with due diligence thereafter, the approval of the Precise Plan shall terminate and an additional review and approval will be required.

5. REVISIONS

Revisions that are minor in nature or reasonable extensions other than those applied as a condition of approval by the Planning Commission, shall be reviewed and approved administratively by the Planning Director. Significant changes, additions or omissions shall be reviewed and approved by the Planning Commission.

6. REQUIREMENTS FOR PRECISE PLAN

A Precise Plan shall consist of plans, drawings, illustrations, designs, reports and other detailed information as required to determine compliance with the provisions of the Hellman Specific Plan. The following list of plans and information is required:

- a. All applicable tentative tract maps or tentative parcel maps within the proposed Precise Plan in accordance with:
- b. A legal and physical description of the site, including boundaries, easements, existing topography, natural features, existing buildings, structures and utilities.
- c. Location, grades, widths and types of improvements proposed for all streets.
- d. An overall plan describing proposed provisions for storm drainage, sewage disposal, water supply and such other improvements as may be required by the Director of Public Works.

- e. A grading plan for remedial and developmental grading including cross-sections describing the existing topography and proposed finish grades.
- f. An illustrative site plan showing an artist's concept of all proposed land uses and building locations.
- g. Conceptual landscape and perimeter wall and fencing plans.
- h. A statistical land use summary for each planning unit.

7. MANDATORY FINDINGS FOR APPROVAL OF A PRECISE PLAN

The Planning Commission shall make the following findings before recommending approval or conditional approval of any Precise Plan.

- a. The proposed project is compatible with the intent and purpose of the Hellman Specific Plan.
- b. The design of the project is not likely to damage significant archaeological sites.
- c. The proposed development standards are necessary to achieve compliance with the intent and purpose of the Hellman Specific Plan and will not have an adverse impact on the public health, safety, interest, convenience or the general welfare.
- d. Where applicable, the proposed project is consistent with the City of Seal Beach Redevelopment Plan.
- e. The proposed project is consistent with the City of Seal Beach General Plan.

SECTION H: RELATIONSHIP TO EXISTING PLANS

1. ELEMENTS OF THE GENERAL PLAN

a. Land Use Element

The element proposes a maximum of 230 low density dwelling units with a population of 800. Gum Grove Park is generally shown in its proposed configuration and oil production is proposed to continue in its present location for a period of 10 to 15 years with no alternative land use proposed.

b. Open Space, Recreation, Conservation Element

A passive recreational area involving Gum Grove Park is proposed and the Flood Control Retention Basin is proposed as an Orange County Regional Park. A bicycle path along the First Street Extension is shown.

c. Seismic-Safety Element

The oil production is identified as a potential fire hazard and the element requires consistency with the Alquist-Priolo Geologic Hazards Zone Act.

d. Circulation Element

The element proposes three circulation system linkages:

- Seal Beach and Pacific Coast Highway with a primary highway
- Avalon Drive and First Street with a collector
- Westminster Avenue and First Street with a secondary highway

2. REDEVELOPMENT PLAN

Approximately 130 acres of the Specific Plan area are within the Redevelopment project boundary. Generally, Planning Units 1, 8 and 9 of the Specific Plan are entirely within the Redevelopment project and the southerly portions of Planning Units 2, 3, 4, 5 and 6 of the Specific Plan are within the Redevelopment project.

Planning Unit 8 of the Specific Plan is proposed for professional office, general and service commercial uses. Planning Unit 9 of the Specific Plan is proposed for park uses.

Planning Units 1, 2, 3, 4, 5 and 6 of the Specific Plan are proposed with residential land uses with a maximum density of 8 du/ac. and 5000 sq. ft. lots.

3. LOCAL COASTAL PLAN

The Seal Beach Local Coastal Plan, as it relates to the Specific Plan area, is not yet certified. The issue identification and work program documents for that Plan as they relate to the Specific Plan area, identify the following tasks:

- a. determine need for additional visitor serving or recreational facilities
- b. identify potential sites for new affordable housing opportunities
- c. identify and map significant archaeological, paleontological or natural resources.

SECTION I: AMENDMENTS TO THE SPECIFIC PLAN

The procedure for amending the Hellman Specific Plan shall be as specified in the California Government Code, Sections 65500 through 65507.

Prior to approving any amendment to the Hellman Specific Plan, the City Council shall find that:

1. The amendment is consistent with the City of Seal Beach Local Coastal Plan as certified by the California Coastal Commission; and,
2. If within the Redevelopment Area, the amendment is consistent with the City of Seal Beach Redevelopment Plan; and,
3. The amendment is consistent with the City of Seal Beach General Plan; and,
4. The amendment will not represent an increase in residential density or land use intensity beyond that of adjacent land uses within the Specific Plan area.

HELLMAN PROPERTY
RETENTION BASIN

Those portions of Section 11 and of the West 1/2 of Section 12, both in Township 5 South, Range 12 West, within Lots C-1 of the Rancho Los Alamitos, in the City of Seal Beach, County of Orange, State of California, as per maps 1 and 2 in decree of partition, in the Superior Court of California, in and for the County of Los Angeles, Case No. 13527, a certified copy of the final decree of said case having been recorded March 12, 1891 in Book 14 Page 31 of deeds, records of said Orange County, described as follows:

Beginning at the intersection of the northwesterly line of said lot C-1 said northwesterly line also being the southeasterly line of a strip of land 100.00 feet wide conveyed to the Los Angeles Gas and Electric Corporation as per Deed recorded in Book 562 Page 321 of Official Records of said Orange County, with a line parallel with and distant southerly 1,056.14 feet, measured at right angles, from the North line of the South 1/2 of said Section 11, said point of intersection being also the northwesterly corner of Tract No. 1817, as per map recorded in Book 82 Pages 26 thru 31, inclusive of Miscellaneous Maps records of said Orange County; thence along the northerly boundary of said Orange County; thence along the northerly boundary of said Tract No. 1817 and the northerly boundary of Tract No. 2590, as per map recorded in Book 82 Pages 32 thru 38, inclusive of Miscellaneous Maps of said Orange County, the following courses:

South 89°48'08" East, 532.35 feet; thence South 17°38'57" East, 224.86 feet; thence, South 58°14'42" East, 233.10 feet; thence North 83°22'12" East, 482.20 feet; thence North 67°58'09" East, 235.00 feet; thence North 13°25'27" East, 110.32 feet; thence North 53°59'30" East, 139.36 feet; thence South 89°48'06" East, 2,640.38 feet; thence South 44°52'10" East, 548.56 feet to a point in the westerly right-of-way line of Seal Beach Boulevard (formerly Bay Boulevard), said last mentioned point also being the most easterly corner of Lot 393 of said Tract No. 3590; thence along said westerly right-of-way line of said Seal Beach Boulevard, as said westerly right-of-way line was set per Deed recorded July 23, 1970 in Book 9354 Page 540 of Official Records of said Orange County; North 29°37'17" East 1,699.69 feet to a point in the southwesterly line of the land described in the Deed to the redevelopment center of the City of Seal Beach recorded February 27, 1976 in Book 11658 Page 1767 of Official Records of said Orange County; thence North 65°45'11" West along said last mentioned southwesterly line, 1,314.23 feet to the southeasterly corner of the land described as Parcel C1-104 in the Deed to the Orange County Flood Control District recorded January 27, 1961 in Book 5609 Page 69 of Official Records of said Orange County; thence along the East line of said last mentioned parcel of land, North 00°16'50" East 1280.00 feet; thence North 01°49'36" West 262.77 feet to a point 110.00 feet easterly measured at right angles from the boundary line between the Counties of Los Angeles and Orange as resurveyed by the County Surveyor of Los Angeles County, and surveyed February 1915 to February 1919; thence along North 02°48'35" West along said parallel line 311.27 feet; thence North 42°11'15" East 102.70 feet; thence North 47°48'45" West 75.00 feet; thence North 27°35'51" West 46.72 feet to a point on said last mentioned parallel line; thence North 02°48'35" West along said parallel line 58.85 feet to the South line of Section 1 Township 5 South Range 12 West; thence North 89°43'20" West along said South line 110.16 feet to the above mentioned boundary line between said Counties; thence South 02°48'35" East along said boundary line 405.40 feet to County Corner No. 2 as shown on the map of said County boundary line; thence

South 57°10'40" West along said boundary line 2213.48 feet to a point on the southwesterly line of the strip of land described in the Deed to the City of Los Angeles recorded February 15, 1961 in Book 5629 Pages 527 thru 537 inclusive of Official Records of said Orange County, said point being on a curve concave northwesterly having a radius of 700.00 feet, a radial at said point bears North 63°54'26" West; thence southwesterly along said curve through a central angle of 31°00'10" an arc distance of 378.77; thence continuing along said last mentioned southeasterly line South 57°05'44" West 227.96 feet, to the beginning of a tangent curve concave northwesterly having a radius of 700.00 feet; thence southwesterly along said curve through a central angle of 12°38'08" an arc distance of 154.37 feet; thence South 69°43'52" West 50.00 feet to the beginning of a tangent curve concave southeasterly and having a radius of 500.00 feet; thence southwesterly along said curve through a central angle of 12°38'08" an arc distance of 110.27 feet; thence South 57°05'44" West 150.00 feet to the beginning of a tangent curve concave southeasterly having a radius of 500.00 feet; thence southwesterly along said curve through a central angle of 12°38'08" an arc distance of 110.27 feet; thence South 44°27'36" West 50.00 feet to the beginning of a tangent curve concave northwesterly having a radius of 700.00 feet; thence southwesterly along said curve through a central angle of 12°38'08" an arc distance of 154.37 feet; thence continuing along said southeasterly line South 57°05'44" West 1141.34 feet to an intersection with said southwesterly line and that certain course between Station 50 and Station 51 in the boundary of Rancho Las Alamos, as shown on said map filed in Los Angeles County Superior Court Case No. 13527; thence South 37°45'38" East along said certain course between said Station 50 and Station 51 a distance of 364.59 feet to a point on the southeasterly line of the hereinbefore mentioned strip of land 100.00 feet wide to the Los Angeles Gas and Electric Corporation, said point being said Station 50 in the Boundary of Rancho Los Alamos; thence South 54°37'31" West 613.49 feet to the Point of Beginning.

CITY OF LOS ANGELES
DEPARTMENT OF WATER AND POWER SPECIFIC PLAN

NOVEMBER, 1982

RESOLUTION NO. 3228

A RESOLUTION OF THE SEAL BEACH CITY COUNCIL ADOPTING
THE DEPARTMENT OF WATER AND POWER SPECIFIC PLAN

WHEREAS, in October, 1973, the City Council adopted a Land Use Element to the General Plan; and

WHEREAS, the Land Use Element recommended the preparation of a Specific Plan for this site as an implementing measure to the General Plan; and

WHEREAS, many citizen workshops were held in conjunction with the Coastal Conservancy on concepts for the site; and

WHEREAS, those workshops resulted in a concept of 70% open space and 30% development; and

WHEREAS, the City Council endorsed the 70-30 concept and refined the development portion to include a quality hotel; and

WHEREAS, a Specific Plan has been prepared which addressed the 70% open space and 30% hotel; and

WHEREAS, on November 3, 1982, the Seal Beach Planning Commission held a public hearing on the Draft Specific Plan and by Resolution #1272 approved and recommended to City Council adoption of the Specific Plan; and

WHEREAS, on November 22, 1982, the City Council held a public hearing on the Specific Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby adopt the Department of Water and Power Specific Plan attached hereto as Exhibit "A".

PASSED, APPROVED AND ADOPTED on the 23rd day of November, 1982
by the following vote:

AYES: Councilmember(s) Johnson, Ortega, Hoyle, Grier, Cauderata
NOES: Councilmember(s) None
ABSENT: Councilmember(s) None

William N. Nardella
Mayor

ATTEST:
Jeanne C. Cio
City Clerk

SECTION A: INTRODUCTION

1. AUTHORITY AND SCOPE

The adoption of the DWP Specific Plan by the City of Seal Beach is authorized by the following:

- a. Title 7, Division 1, Chapter 3, Articles 8 and 9 of the California Government Code (Section 65450 et. seq.). Pursuant to these provisions, the Planning Commission may, or shall if so directed by the City Council, prepare Specific Plans based on the General Plan and drafts of such regulations, programs and legislation as may, in the judgment of the Planning Commission, be required for the systematic execution of the General Plan. Such a Specific Plan may include all detailed regulations, conditions, programs and proposed legislation which may be necessary or convenient for the systematic implementation of each element of the General Plan; and
- b. Division 24, Part 1, Chapter 2, Articles 4 and 12 of the California Health and Safety Code which relate to the preparation and adoption of redevelopment plans and amendments thereto by the Redevelopment Agency; and
- c. Division 20 of the California Public Resources Code (which is known as the California Coastal Act of 1976), Chapter 6, Article 2, Sections 30510, 30511 and 30513 which require the submission of zoning ordinances, zoning district map or other implementing actions to the Regional Commission following local government adoption.

2. PURPOSE AND INTENT

The DWP Specific Plan is prepared to provide for the classification and development of portions of parcels of land as a coordinated comprehensive project so as to take advantage of the superior environment which can result from

RESOLUTION NUMBER 3236

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEAL BEACH, CALIFORNIA, AMENDING RESOLUTION NUMBER 3228, THE DEPARTMENT OF WATER AND POWER SPECIFIC PLAN.

WHEREAS, the City Council, at their meeting of November 22, 1982, adopted Resolution Number 3228 adopting the Specific Plan for the Department of Water and Power property; and

WHEREAS, Section 4-i of the Plan called for the creation of a nine member Advisory Committee to review matters of the Specific Plan; and

WHEREAS, the City Council wishes to establish a seven member Committee.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Seal Beach, California, does hereby amend Resolution Number 3228, Department of Water and Power Specific Plan Section 4-i to read as follows:

"i. That a seven member Advisory Committee shall be established to provide citizen input and review of the Specific Plan."

PASSED, APPROVED and ADOPTED by the City Council of the City of Seal Beach, California, at a meeting thereof held on the 10th day of January, 1983, by the following vote:

AYES: Councilmembers Brownell, Orger, Lopez, Tisner, L

NOES: Councilmembers None

ABSENT: Councilmembers None

Williamke Nanderstey
Mayor

ATTEST:

Juanita M. C. Leo
City Clerk

integrated community planning. The concepts, regulations and conditions established by the DWP Specific Plan are intended to provide for open space and visitor serving land uses and development standards created specifically for selected portions of the DWP property. The DWP Specific Plan functions as both a ministerial and regulatory document in providing for the systematic means of executing the General Plan of the City of Seal Beach. The DWP Specific Plan provides the opportunity to combine the concepts, procedures and regulations of numerous documents into one. Those documents include the Redevelopment Plan for the portion of the Riverfront Redevelopment Project which falls within the Specific Plan area and the implementation component of the City of Seal Beach Local Coastal Plan for the site. The DWP Specific Plan, when adopted by ordinance, establishes the type, location, intensity and character of development to take place, while providing for creative and imaginative community design concepts which are preferred in dealing with unique site conditions. Alternative zoning regulations, development standards and other regulations have been incorporated into the DWP Specific Plan in return for increased development sensitivity and community amenities to serve the present and future residents of the City of Seal Beach.

3. LOCATION

The DWP Specific Plan applies only to that property cited in the precise legal description in Appendix 1. The land use development plan (Exhibit A) is the map indicating the property which is subject to the provisions of the DWP Specific Plan. Specifically, the site is located between the San Gabriel River Channel to the west, 1st Street to the east, Marina Drive to the north and the public beach on the south.

4. NOTES AND CONDITIONS

- a. Unless otherwise specified, all development within the DWP Specific Plan shall comply with the City of Seal Beach Municipal Code. Terms

used herein shall have the same meaning as defined in the City of Seal Beach Municipal Code unless otherwise defined herein.

- b. Any details or issues not specifically covered by this Specific Plan shall be subject to the regulations of the City of Seal Beach Municipal Code.
- c. The approval of development within the Specific Plan area shall be governed by Section 65450 et. seq. of the State of California Government Code.
- d. All construction within the boundaries of the Specific Plan shall comply with all provisions of the Uniform Building Code and the various mechanical, electrical, plumbing, fire and security codes adopted by the City of Seal Beach as established by the Seal Beach Municipal Code.
- e. Modifications to the Specific Plan which do not give rise to a conflict with the intent of the Specific Plan as approved may be approved by the City Manager.
- f. Environmental assessment for any development shall be completed and certified prior to final action on the project.
- g. Any land use designation not specifically covered by the DWP Specific Plan shall be deemed inappropriate.
- h. If any regulation, condition, program or portion thereof of the Specific Plan is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provisions; and the invalidity of such provision shall not affect the validity of the remaining provisions hereof.
- i. A nine (9) member Advisory Committee shall be established to provide citizen input and review of all matters relating to this Specific Plan.

SECTION B: LAND USE DEVELOPMENT PLAN/GENERAL DEVELOPMENT STANDARDS

1. LOCATION

The general location of all principal land uses is shown in Exhibit A, Land Use Development Plan. All construction within the Specific Plan area shall conform to Exhibit A and the Development Standards. The General Development Standards provide continuity throughout the Specific Plan area by providing generalized standards for all land use areas.

2. LAND USE CATEGORIES

There are two principal land use categories within the Specific Plan area:

Visitor-Serving Land Uses Defined As - A hotel and the necessary ancillary support uses including, but not limited to, restaurants, retail uses, service uses, meeting/conference rooms and banquet facilities.

Open-Space Uses Defined As - Public parks, green belts, bike trails, nature trails, hiking trails, and any active or passive recreational uses normally located in parks or open spaces, and theatre.

3. VISITOR-SERVING

a. Location

Visitor-serving uses shall be limited to the northerly 30% of the DWP parcel; more specifically, to the area adjacent to Marina Drive and First Street. In all cases, visitor-serving shall be limited to the area north of an imaginary westerly prolongation of Central Way.

b. Permitted Uses

Hotel - maximum number of rooms or suites not to exceed 300 without City Council authorization.

Restaurant(s) - to primarily serve hotel guests, but also open to general public. Alcoholic beverages may be served and live entertainment is permitted upon City Council authorization.

Retail Uses - to primarily serve hotel guests, but also open to general public.

Service Uses - to primarily serve hotel guests, but also open to general public.

Meeting/Conference Rooms - to primarily serve hotel guests, but also open to the general public.

Banquet Room (Required) - capable of accommodating 350 or more persons and is available for public/community uses/functions.

4. OPEN SPACE

a. Location

Open spaces shall be located on the southerly 70% of the DWP site.

b. Permitted Uses

All uses contained in Chapter 28, Article 20 of the Seal Beach Municipal Code as authorized by the City Council.

5. CIRCULATION

a. Location

The street system shall be located generally, as shown on the Land Use Development Plan, Exhibit A. Precise alignments shall be established during Precise Plan Review in conformance to the standards established by the City Engineer. All access to visitor serving uses shall be limited to Marina Drive, west of First Street.

b. Street Standards

The street system shall follow the design standards shown on Exhibit A. All streets shall conform to the Standards established by the City Engineer.

c. Roadway Setbacks

The following minimum setbacks, measured from the roadway right-of-way, shall apply to structures abutting the roadways listed below:

First Street	20 feet
Marina Drive	20 feet

6. BUILDING HEIGHT

a. Visitor-Serving

The maximum building height shall not exceed 35 feet except as authorized by Section 28-2317(3) of the Seal Beach Municipal Code.

b. Open Space

The maximum building height shall be two stories not to exceed 25 feet.

7. PARKING

a. General Parking Requirements

Hotel - 1 space per room or suite.

Restaurant - 1 space per 100 sq. ft. of gross floor areas.

Meeting Rooms/Conference Rooms - 1 space per 75 sq. ft. gross floor area.

Retail Use/Service Businesses - 1 space per 300 sq. ft. of gross floor area.

b. Special Conditions

Subterranean parking is specifically authorized.

Section 28-2209(4) of the Seal Beach Municipal Code is specifically authorized.

Up to 30% compact parking is specifically authorized.

Valet parking is specifically authorized.

Specific credit for parking space numbers is hereby granted for the public parking contained in the First Street Beach Parking Lot, subject to participation and disposition agreement, (not to exceed 137 spaces).

c. Parking Dimensions

Conventional Spaces 20 ft. length 9ft. width 24 ft. turning radius

Compact Spaces 16 ft. length 8ft. width 24 ft. turning radius

8. ARCHITECTURE/ARCHITECTURAL CONTROL

- a. Spanish style architecture shall be used for all buildings and structures located on the northerly 30% of the site.
- b. As authorized by the Riverfront Redevelopment Plan, the Redevelopment Agency of the City of Seal Beach shall designate a separate architectural review committee for any and all development in the Specific Plan area.

9. DESIGN

- a. All buildings and/or structures shall be tied together by the following elements:

materials	landscaping	signing
textures	courtyards	
colors	hard surface pavement	
roof lines	lighting	

- b. Landscaping shall be integrated with the park.

10. UTILITIES

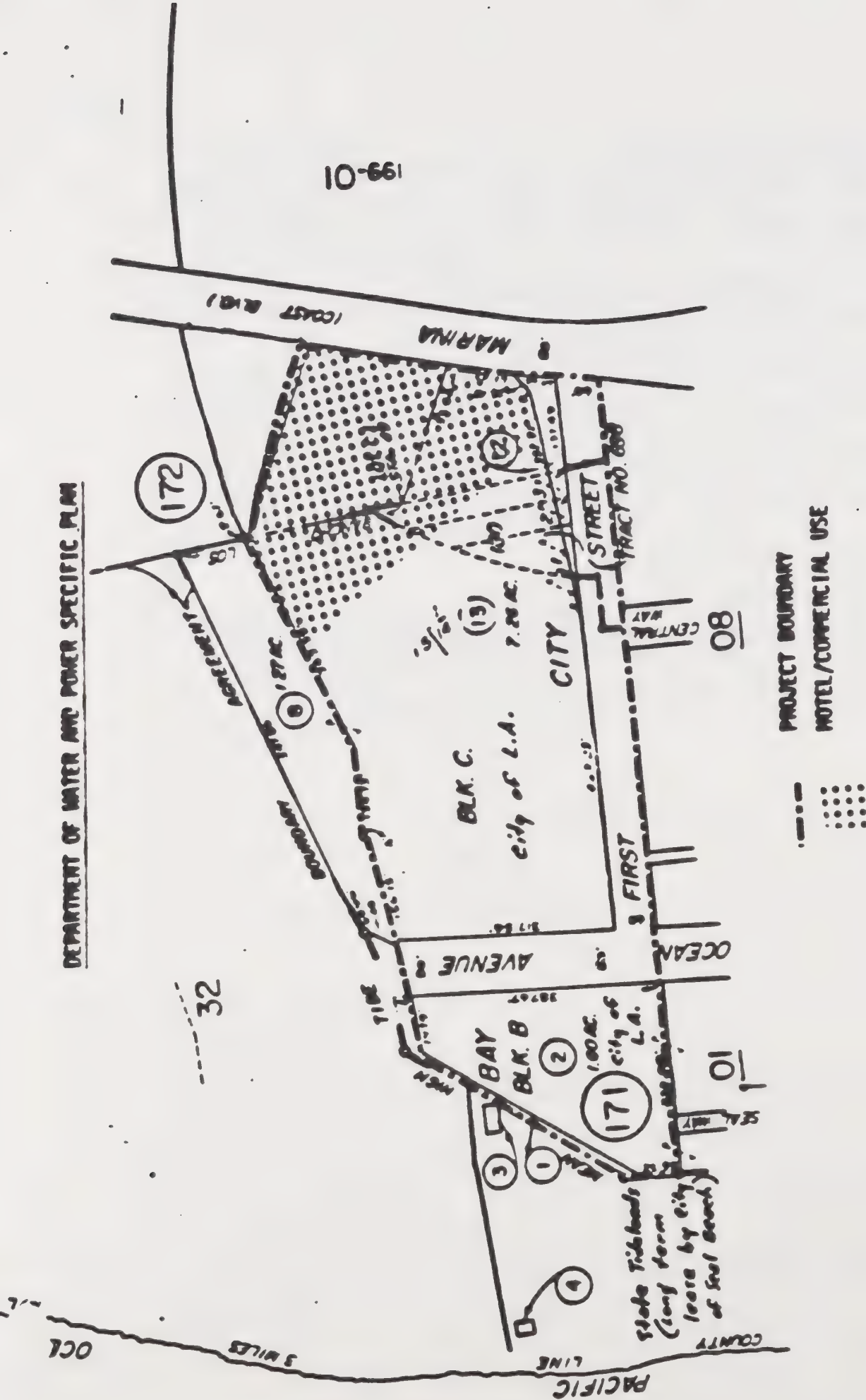
All utilities shall be underground.

11. REQUIRED SUBMITTALS

Fifteen copies of the following shall be submitted as part of the application for City approval of any development in the Specific Plan area:

- a. Site Plan showing all buildings, structures, parking, circulation, landscaped areas, lighting.
- b. Complete floor plans of all floors of all buildings with rooms labeled as to use.

- c. Elevations of all buildings and structures showing height of same as well as height of any architectural projections. All signs shall be shown to scale at the locations proposed. All colors, textures and materials proposed for any improvement visible from the outside of the buildings or structures shall be shown.
- d. Lighting plan showing the type, size, height and location of all exterior lights.
- e. Landscaping plan showing the location, type, size and number of plants, trees or ground cover. Irrigation system and decorative hard surface or walkways shall also be shown.
- f. Prospectus describing the hotel management company, all proposed uses, intensities, services, hours of operation, staffing levels and any other appropriate information requested by City Manager.



PROPERTY DESCRIPTION

Ownership

City of Los Angeles
Department of Water and Power
111 N. Hope Street
Box 111 Terminal Annex
Los Angeles, California 90051
c/o Roger Weisman, Esquire
(213) 481-6367

Location

The property under appraisal is located in the southwesterly quadrant of Marina Drive and First Street, easterly abutting the San Gabriel River Channel, in the City of Seal Beach, County of Orange, State of California.

Legal Description

Parcel No. 1

All that portion of Naples Extension situate in the City of Seal Beach, County of Orange, State of California, recorded in Book 10, Pages 58 and 59 of Maps, Records of Los Angeles County, shown as a portion of Parcel "A" in License Surveyors Map of the Tidelands East of Naples, recorded in Book 2, Pages 47 and 48 of Record Surveys of said Orange County and described as Part 2 in Exhibit A-1 of deed recorded in Book 869, Page 1 of Official Records of said Orange County.

Excepting therefrom that portion lying northeasterly of the land conveyed to the State of California for highway purposes recorded in Book 426, Page 378 of Deeds, Records of said Orange County.

Also, all that portion of a fraction of the southwest 1/4 of Section 11, T. 5 S., R. 12 W., S.B.M. in said County of Orange, a portion of the Rancho Los Alamitos as per map thereof recorded in Book 1, Page 460 et. seq., of Patents, Records of Los Angeles County, described as Part 3 in Exhibit A-1 of deed recorded in Book 869, Page 1 of Official Records of said Orange County.

Also, all of Lots 1, 2, and 3, Block 100 in Tract No. 698 as per map thereof recorded in Book 31, Page 27 of Miscellaneous Maps, Records of said Orange County and described as Part 4 in Exhibit A-1 of deed recorded in Book 869, Page 1 of Official Records of said Orange County.

Also, all that portion of Block "C" of Bay City as per map thereof recorded in Book 3, Page 19 of Miscellaneous Maps, Records of said Orange County and described as Part 5 in Exhibit A-1 of deed recorded in Book 869, Page 1 of Official Records of said Orange County.

EXCEPTING therefrom any portion thereof described as follows:

Beginning at the most easterly corner of the land described in said Part 3 of Exhibit A-1 in a Deed to the City of Los Angeles, California recorded in Book 869, Page 1 of Official Records; thence South $31^{\circ} 17' 22''$ West 347.06 feet along the southeast boundary of said land of the City of Los Angeles, the southeast boundary of said Lots 1, 2 and 3 and the southeast boundary of said Block "C"; thence North $24^{\circ} 22' 42''$ East 332.42 feet; thence North $05^{\circ} 38' 24''$ West 33.18 feet to a point on the northeast boundary of said land of the City of Los Angeles said point being on a curve concave north-easterly having a radius of 940.00 feet a radial from said point bears North $42^{\circ} 07' 31''$ East; thence along said curve and the boundary of said land of the City of Los Angeles southeasterly 60.68 feet to the point of beginning.

Parcel No. 2

All that portion of Block "B" of Bay City as per map thereof recorded in Book 3, Page 19 of Miscellaneous Maps, Records of said Orange County and described as Parts 7 and 8 in Exhibit A-1 of deed recorded in Book 869, Page 1 of Official Records of said Orange County.

EXCEPTING therefrom, that portion of said land for public road and highway purposes described in deed recorded in Book 536, Page 49 of said Official Records.

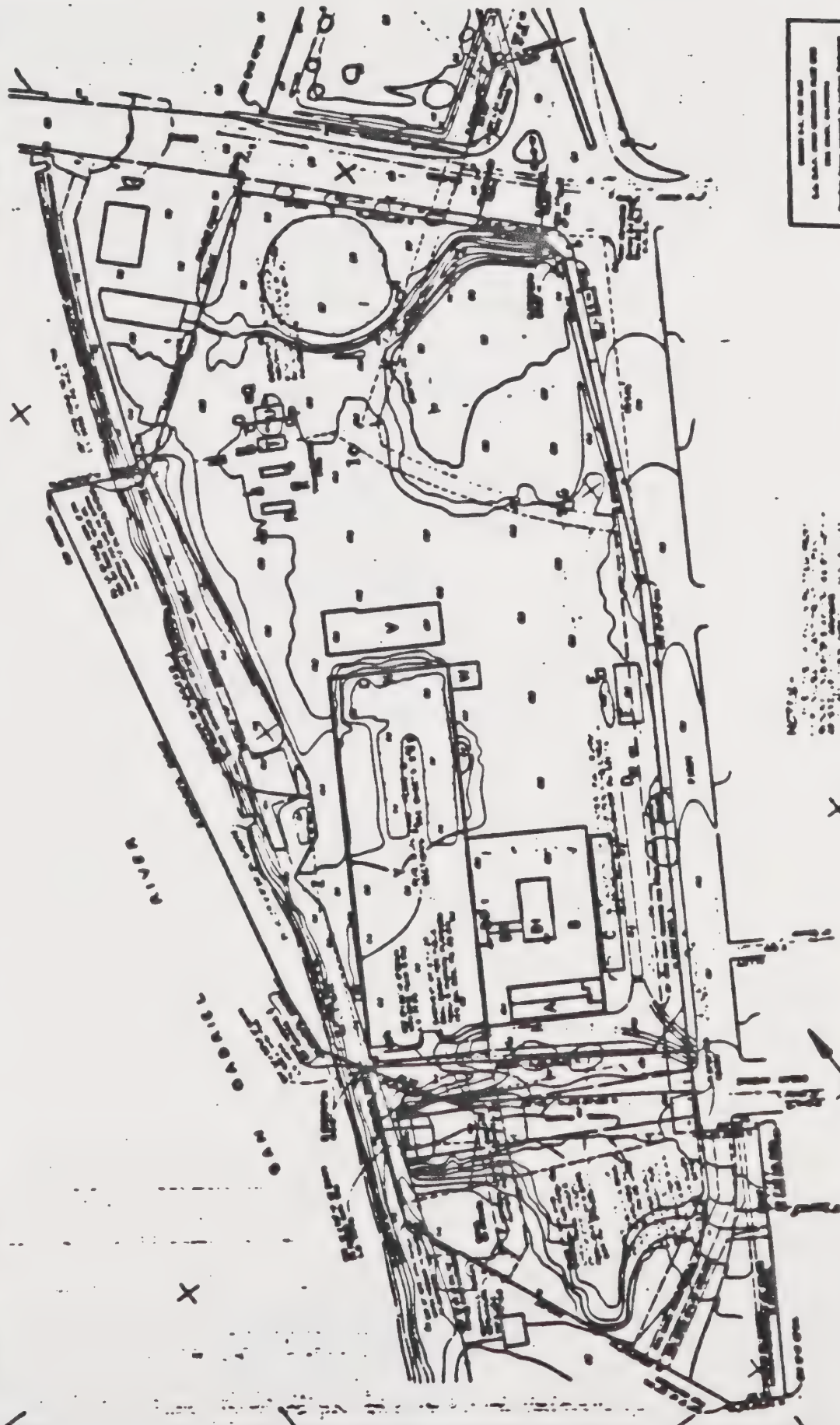
Also, all that portion of the southwesterly half of Ocean Avenue, 80 feet in width, as shown on Bay City, as per map thereof recorded in Book 3, Page 19 of Miscellaneous Maps, in the Office of the County Recorder of said County, and that portion of Block "B" of said Bay City, bounded southeasterly by the southerly prolongation of the easterly line of Block "C" as shown on said map of Bay City; bounded northwesterly by the westerly line of the land described in deed recorded in Book 85, Page 144 of Deeds, Records of said Orange County; bounded southwesterly by the land described in said deed recorded in Book 85, Page 144 of Deeds, and the land described in deed recorded in Book 536, Page 49 of said Official Records; and bounded northeasterly by the northeasterly line of said southwesterly half of Ocean Avenue.

The above descriptions, declared as excess for the steam plant and power system use, were furnished by the City of Los Angeles Dept. of Water and Power. Both are referenced to its drawing No. LIA CD2 (herein included as Exhibit "A"), File No. P-52115. Parcel 1 was revised on May 30, 1979 and Parcel 2 was revised on September 16, 1971.

It should be noted that this description excludes the westerly portion of Ocean Avenue as described in a deed to the City of Seal Beach recorded on January 23, 1932 as Document 1756 in Book 536, Page 49, Official Records of Orange County, and the northerly one-half of Ocean Avenue as shown on the map of Bay City recorded on September 30, 1902 in Book 3, Page 19, Miscellaneous Maps of Orange County. These portions of Ocean Avenue, approximating 23,351⁰ are shown on Exhibit "A" colored in orange and yellow respectively. Following said Exhibit "A" is a metes and bound description; prepared by the appraiser as Exhibit "B-1", solely to clarify the extent of the property covered within this report. This description is tied to the bearings and distances shown on the Lockman and Associates boundary survey herein included as Exhibit "B-2".

EXHIBIT "B-1"

Beginning at the most easterly corner of the land described in Part 3 of Exhibit A-1 in a Deed to the City of Los Angeles, California, recorded in Book 869, Page 1 of Official Records of Orange County; thence South $31^{\circ}20'26''$ West 347.06' to the true point of beginning; thence continuing South $31^{\circ}20'26''$ West a distance of 470.08' to the northerly line of Ocean Avenue, now vacated, said point being called Point "A"; thence continuing South $31^{\circ}20'26''$ West a distance of 80.11' to the South line of said vacated Ocean Avenue; thence South $55^{\circ}42'36''$ East a distance of 60.08' to an angle point; thence South $31^{\circ}20'26''$ West a distance of 273.93'; thence North $58^{\circ}50'34''$ West a distance of 55.32'; thence North $22^{\circ}47'34''$ West a distance of 366.64'; thence North $24^{\circ}33'18''$ East a distance of 78.48'; thence North $21^{\circ}34'51''$ East 79.88'; thence North $29^{\circ}07'19''$ West to a point along the North line of vacated Ocean Blvd. a distance of 319.70', North $55^{\circ}42'36''$ West of Point "A"; thence continuing North $29^{\circ}07'19''$ West a distance of 44.19'; thence North $6^{\circ}07'41''$ East a distance of 69.96'; thence North $12^{\circ}12'36''$ East a distance of 548.79'; thence South $64^{\circ}36'34''$ East a distance of 100.38'; thence North $54^{\circ}48'47''$ East a distance of 294.53'; thence South $43^{\circ}58'37''$ West a distance of 237.13' to a point on a non-tangent curve, concave Northeasterly having a radius of 840.00', a radial from said point bears North $45^{\circ}55'44''$ East; thence Southeasterly along said curve through a central angle of $3^{\circ}48'13''$ a distance of 62.40', a radial from said point bearing North $42^{\circ}13'10''$ East; thence leaving said curve South $5^{\circ}35'20''$ West a distance of 33.26'; thence South $24^{\circ}25'46''$ West a distance of 332.42' to the point of beginning.



NO. 100
U.S. NAVY
NAVY DEPARTMENT
WASHINGTON, D.C.

U.S. NAVY
NAVY DEPARTMENT
WASHINGTON, D.C.

CITY OF SEAL BEACH
D R A F T
LOCAL COASTAL PROGRAM

(Chapter 1 & 2 of 3 Chapters)
Chapter 1: INTRODUCTION
Chapter 2: THE LAND USE PLAN

PLANNING DEPARTMENT
211 8th Street
Seal Beach, CA 90740
(213) 431-2527

RESOLUTION NUMBER 3248

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEAL BEACH ADOPTING THE DRAFT COASTAL LAND USE PLAN AS AMENDED, AS A SPECIFIC PLAN OF THE CITY OF SEAL BEACH GENERAL PLAN AND REPEALING RESOLUTION NUMBER 3055

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

WHEREAS, the California Coastal Act of 1976 requires all cities and counties along the California coast to prepare a Local Coastal Program; and

WHEREAS, City's Local Coastal Program Committee held Public Hearings on January 28, 1981 and February 11, 1981 to receive public testimony on the Draft Land Use Plan and recommended adoption of the plan as amended; and

WHEREAS, the City Council held a Public Hearing on March 9, 1981 and March 23, 1981 to consider the Draft Land Use Plan; and

WHEREAS, the City Council referred the Draft Land Use Plan back to the Planning Commission with instructions to:

- A) Delete all reference to Coastal Conservancy Restoration Plan #3.
- B) Re-evaluate the impact of additional public access to the public beach via the private road (Phillips Street); and

WHEREAS, on April 1, 1981, the Planning Commission considered the proposed changes and recommended to City Council, approval of the Draft LCP as amended; and

WHEREAS, on April 13, 1981, the City Council received the Planning Commission's report on the recommended changes to the Draft LCP; and

WHEREAS, on April 13, 1981, By Resolution Number 3055, the City Council adopted the revised Land Use Plan; and

WHEREAS, since submission of the revised Land Use Plan to the Coastal Commission, changes in law now:

- A) Allow the City's Housing Element to address housing issues and policies in the Coastal Zone.
- B) Requires cities and counties to address the issue of wetlands in the Coastal Zone; and

WHEREAS, since submission of the revised Land Use Plan, the City has adopted two specific plans in the Coastal Zone.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach makes the following findings:

- 1) The Draft Coastal Land Use Plan is in accordance with the goals and objectives of the California Coastal Act of 1976.

CITY OF SEAL BEACH

CITY COUNCIL

Willemke Vanderstaay - Mayor
Oscar Brownell
Victor Grgas
Frank Laszlo
Joyce Risner

PLANNING COMMISSION

Jay Covington - Chairman
Michael Goldenberg - Vice Chairman
Todd Perrin
Asa Smith
Ron Jessner

LOCAL COASTAL PROGRAM COMMITTEE

Bruce Collier - Chairman
Lowell Kolb - Vice Chairman
Gordon Shanks
James Gilkerson
Ken Hamdorf

SEAL BEACH PLANNING DEPARTMENT

Charles Antos - Principal Planner

Resolution Number 3248

- 2) The Draft Coastal Land Use Plan is in accordance with local goals and objectives and adequately addresses issues identified within Issue Identification Report and Work Program.
- 3) The Draft Coastal Land Use Plan will be adopted as a Specific Plan of the City's Comprehensive General Plan and will serve as an adequate guide to the development of the City's Coastal Zone.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt Phase II Draft Coastal Land Use Plan, attached hereto as Exhibit A, and that said Plan be adopted as a Specific Plan pursuant to Title 7, Section 65450 of the California Government Code.

BE IT FURTHER RESOLVED that Resolution Number 3055 is repealed.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting thereof held on the 28th day of February, 1983 by the following vote:

AYES: Councilmembers Agnew, Borge, Lutz, Lyster, Vanderstey
NOES: Councilmembers None
ABSENT: Councilmembers None

Willemke Vanderstey
Mayor

ATTEST:

Jaime M. Lutz
City Clerk

CHAPTER 1 INTRODUCTION

1.1 THE COASTAL ACT: HISTORY AND BACKGROUND

Historically, land use in the California coastal zone has been regulated by local governments under the provisions of State Planning and Zoning law. This enabling legislation mandates local governments to prepare general plans and zoning to ensure orderly physical growth and development within their jurisdictions as well as the protection of public health, safety and welfare.

Traditional local control over regulation of land use in the coastal zone was substantially modified with the passage of the California Coastal Zone Conservation Act (Proposition 20) by the voters of California on November 7, 1972. The forces leading to the passage of this landmark initiative were complex. The key factor, however, was the visible deterioration of the coastal environment due to increasing development pressures from a growing population. Under Proposition 20, the California Coastal Zone Conservation Commission and six Regional Coastal Commissions were created and given a dual mandate of preparing a statewide "comprehensive enforceable plan for the orderly, long-range conservation and management of the coast" and regulating development while this plan was being prepared. From 1973 to 1975, the Coastal Commissions, both Regional and State, held hundreds of hearings on the evolving plan. The California Coastal Plan was submitted to the legislature on December 1, 1975. During the 1976 legislative session, several coastal bills were introduced, all modifying to some extent the Coastal Plan. By the summer of 1976, SB 1277, the California Coastal Act, emerged from both houses as the basis of California's Coastal Zone Management Program. SB 1277 was amended by a trailer bill, AB 2948, which was itself amended by AB 400. On January 1, 1977, the Coastal Act and other legislation came into effect, establishing a permanent coastal management program for California.

In enacting the Coastal Act, the legislature established the following goals for future activity in the coastal zone:

- (a) Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
- (b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- (c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally-protected rights of private property owners.
- (d) Assure priority for coastal-dependent development over other development on the coast.
- (e) Encourage State and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The 1976 California Coastal Act requires that each city and county within the State's coastal zone prepare a Local Coastal Program (LCP). The LCP is defined by the Coastal Act as being the local government's land use plan, zoning ordinance and zoning districting maps designed to implement the policies and provisions of State coastal law. After certification of a local coastal program by the State Coastal Commission, primary authority for issuance of coastal development permits will be returned to the local government. The certified LCP then becomes binding on all private and governmental developments in the coastal zone.

The heart of the Coastal Act is found in Chapter 3, Coastal Resources Planning and Management Policies. These policies constitute the standards that local plans must meet in order to be certified by the State as well as the yardstick for evaluating proposed developments within the coastal zone. Key issues covered by the coastal plan include: beach access, recreation, locating and planning new development and parking. In essence, these policies are the guidelines for future growth and development in the coastal zone.

1.2 THE LOCAL COASTAL PORGRAM PROCESS

Each of the 15 counties and 53 cities along the California coast is required by the Coastal Act to prepare a Local Coastal Program (LCP). The LCP consists of two segments: (1) the land use plan; and (2) the implementing mechanisms (primarily zoning ordinances). The land use plan means the "relevant portions of a local government's general plan, or local coastal element, which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies, and, where necessary, a listing of implementing actions." The zoning ordinances and district maps are the legal tools for implementing the land use plan. The Coastal Act also requires each LCP to "contain a specific public access component to assure that maximum access to the coast and public recreation areas is provided."

The purpose of the land use plan is to show the uses of land while protecting coastal resources, providing for greater access and recreational opportunities for the public's enjoyment, and allowing for orderly, well-planned urban development. The plan incorporates, to the maximum extent possible, the City's plans and policies which are consistent with the Coastal Act. Where inconsistencies have been identified, modifications and revisions have been made. In most cases, the policies of the land use plan represent additions to existing City policy required to carry out the goals of the Coastal Act.

The land use plan has two components: the map and the text. The land use plan map shows the location of proposed land uses. The text provides a discussion of the issues and problems that need to be addressed and the ensuing policy framework within which the land uses shown on the map may be implemented. These policies, along with the policies from Chapter 3 of the Coastal Act, will constitute the decision rules for evaluating projects after certification of the land use plan.

It is, of course, anticipated that the land use plan will need revisions from time to time in accordance with changing conditions. The Coastal Act requires that certified plans be reviewed at least once every five years to determine whether the program is being effectively implemented in conformity with the policies of the Act. Local recommendations for revisions of the certified land use plan could be considered as part of the five-year review process or they could be initiated by the City at any time, subject to the approval of the State Commission.

The land use plan and zoning, after receiving local review and approval, must be submitted to the Regional and State Coastal Commissions. The Commissions must make the finding that the land use plan is consistent with the policies of Chapter 3 of the Act. The zoning and implementing ordinances are then reviewed to determine their adequacy in carrying out the approved land use plan. The Coastal Conservancy may aid in this implementation.

Following certification of the local coastal program, primary responsibility for development in the coastal zone is transferred to the local jurisdiction. The Coastal Commission, however, retains permanent permit authority after LCP certification within the following areas:

- a. Tidelands
- b. Submerged Lands
- c. Public Trust Lands

Section 30603 describes the areas and types of development for which coastal development permit actions, taken by a local government after certification of its Local Coastal Program, may be appealed to the Commission.

1. Developments approved by the local government between the sea and the first public road paralleling the sea, or within 300 feet of the inland extent of any beach, or of the mean high tide line of the sea where there is beach, whichever is the greater distance.
2. Developments approved by the local government not included within paragraph (1) of this subdivision located on tidelines, within 100 feet of any wetland estuary, stream, or within 300 feet of the top of the seaward face of any coastal bluff.
3. Developments approved by the local government not included in paragraph (1) or (2) of this subdivision located in a sensitive coastal resource area if the allegation of appeal is that the development is not in conformity with the implementing actions of the certified local coastal program.
4. Any development approved by a coastal county that is not designated as the principal permitted use under the zoning ordinance district map approved pursuant to Chapter 6 (commencing with Section 30500).
5. Any development which constitutes a major public works project, or a major energy facility.

The State Commission is also required to review periodically the progress of local governments in carrying out the Coastal Act. This review is to occur at least once every five years.

CHAPTER 2 CITY OF SEAL BEACH LAND USE PLAN

2.1 BACKGROUND

On November 17, 1978, the California Coastal Commission approved the Seal Beach Issue Identification and Modified Work Program subject to minor changes. These documents, developed and approved by the City, indicate the procedures to be followed in preparation of the City's Local Coastal Program. The first meeting of the City's Local Coastal Program Committee was held on November 29, 1978. Subsequent meetings continued into 1980. Items discussed at these meetings included the Issue Identification and Work Program, coastal access, recreation and visitor-serving facilities, low and moderate income housing, commercial and industrial development, roads, parking, condominium conversions, and LCP implementing ordinances.

The Work Program for the City's Land Use Plan was designed as a guide to help develop the policies and programs needed to meet the requirements of the Coastal Act. The objectives and products described in the Work Program were divided into the three issue areas applicable to Seal Beach. A brief listing of the Work Program requirements is presented below.

ACCESS/PARKING

The general objectives of the access component of the Seal Beach LUP as defined in the City's adopted Work Program are as follows:

Coastal Access - Ensure the maintenance and enhancement of existing access; expand coastal access in private communities; ensure that new development provide access to the shoreline; improve and increase parking and transit for access and public recreation. (California Coastal Act Section 30210, 30211, 30212, 30213)

The specific products designed to accomplish these objectives are also outlined in that document.

A map designating existing access/parking/transit areas and routes;

Implementable policies which ensure the maintenance of existing access in perpetuity;

An implementable plan with implementable programs and policies to increase public access through to the public beaches;

Implementable programs, policies and land use designations addressing deficiencies in parking facilities, transit, and on-site parking in new development;

A signing program, implementable by ordinance, identifying access/parking/transit areas and routes.

RECREATION AND VISITOR-SERVING FACILITIES/NEW DEVELOPMENT

The LCP Work Program identified the following as objectives to be accomplished in the Local Coastal Program.

Issue/Objective - The adequacy of on-beach and coastally-related recreation and visitor-support facilities should be evaluated. Programs and policies should be developed to ensure adequate provision and distribution of facilities. The City should coordinate with Orange County in evaluating the proposed expansion of Sunset Aquatic Park. The large remaining vacant parcels in the City should be evaluated as to the potential to provide recreation and support uses. Land use alternatives for these parcels should be identified and evaluated, and policies and land use designations developed. Significant archaeological or natural vegetation resources may exist on major vacant parcels. Resources should be identified and protected through implementable policies.

The following products were designed to accomplish these objectives:

An inventory and map of existing recreation and visitor-serving facilities and policies/land use designations to address deficiencies.

A plan including implementable policies, programs, (including acquisition, dedications or other means) and land use designations to address deficiencies in facilities and ensure public recreation and visitor-support use consistent with Coastal Act policies in the development of undeveloped land in the Coastal Zone.

A map of significant archaeological resources and natural habitat resources and implementable policies for their protection.

HOUSING

Housing inventory will be conducted and completed as a separate element of the General Plan.

The draft Land Use Plan (LUP) herein presented is designed in part to accomplish the objectives of the Work Program. The text and the policies set forth in this chapter are, in many respects, the core of the Land Use Plan. They establish the parameters for evaluating development projects within the coastal zone, and set forth the measures that the City should take to achieve the degree of resource protection required by the Coastal Act. Furthermore, they will serve as the foundation for developing the ordinances that will implement the Land Use Plan. Following the adoption of the Land Use Plan portion of the Local Coastal Program, the City will adopt the implementing mechanisms designed to accomplish the stated goals, policies and objectives.

2.2 AREA DESCRIPTION: EXISTING CONDITIONS

The City of Seal Beach is a coastal community located in the northwest corner of Orange County adjacent to Los Angeles County, (see Map 1) The City is about twelve square miles in area. Approximately eight square miles of the City lies within the boundaries of the Seal Beach Naval Weapons Station. In 1976, the City conducted a special census and the population was 27,671. The City population has decreased to 25,975 as of 1980. Approximately one-half of the City lies within the coastal zone. There are approximately one and one-half linear miles of beach frontage (one mile in the Coastal District and .56 mile in Surfside Colony). Because of the diversity of the neighborhoods in the coastal zone, the City will be divided into seven planning areas. Each area will be considered separately in this report. (see Map 2)

- Area 1 - Coastal District
- Area 2 - Marina Hill
- Area 3 - Hellman - Rockwell Property
- Area 4 - Seal Beach Naval Weapons Station
- Area 5 - Surfside Colony
- Area 6 - DWP/Property
- Area 7 - State Lands Site

2.2.1 THE COASTAL DISTRICT

This area is bounded by the San Gabriel River, Pacific Coast Highway, Seal Beach Boulevard and the Pacific Ocean. The land use distribution in the coastal district is as follows: (see Map 3)

- Residential - 75%
- Commercial - 15%
- Public - 10%

*Includes one linear mile of public beach.

2.2.1.1 RESIDENTIAL USES

In the 1976 special census, the following residential unit mix existed:

Single Family	- 1088 units	
Duplex-fourplex	- 1042 units	
Five or more	- 1320 units	(including Oakwood's 549 units)
Trailers	- 197 units	
Miscellaneous	- 34 units	
TOTAL	3681 units	

The Coastal District was subdivided in the early 1900's into 25 foot wide by 100+ foot deep lots backed by alleys. Properties have been developed with a mix of single family dwellings, duplexes and apartments. In the larger developments, lots have been consolidated. Very few vacant lots remain, and some of the older units are being demolished and replaced with new units.

The density of development has been reduced from approximately sixty units per acre in the early 1960's to approximately 20 units per acre at present. Additionally, parking requirements have increased from one uncovered space per unit to two covered spaces per unit. Building heights have been reduced from 35 feet to 25 feet, setbacks have increased and units have become larger, from an average of 500 square feet to 1500 square feet.

The population in the Coastal District has changed from young single renters to owner-occupants composed of small households with a median age of approximately 30 years. Recent construction activity has reflected this change in that custom single-family residences represent the most often occurring permit activity. The other major permitting activity involves major additions to existing single-family residences.

Other residential activity has involved conversion of new small apartment buildings into condominiums. A total of 14 dwelling units in five buildings were converted during 1978 - 1980.

2.2.1.2 COMMERCIAL USES

With the exception of an elementary school located on the south side of Pacific Coast Highway, the parcels adjacent to Pacific Coast Highway are in general commercial use providing residents, highway travelers and visitors with day-to-day facilities (food, drug, et cetera) as well as banks, restaurants, shopping and service stations. The parcels fronting Seal Beach Boulevard are in a state of transition with residential structures recycling to commercial uses. A small parcel on Ocean Boulevard between 14th Street and Dolphin Street provides commercial services to the immediate community and visitors at the eastern end of the main beach area. Along Marina Drive there are a few pockets of commercial parcels.

The Main Street commercial area provides residents and visitors with a unique shopping experience. Much of this street between Pacific Coast Highway and Ocean Avenue is developed with small coastal oriented businesses. Textured walkways, attractive landscaping and thematic architecture contribute to the small coastal community character of this area. The Main Street commercial area also includes approximately one block of Electric Avenue at the Main Street/Electric Avenue intersection.

2.2.1.3 PUBLIC USES

Primary public facilities within this district are the City Administration Building, an elementary school, a fire station and a library. Recreational open space consists of the public beach and municipal pier, two parks and one greenbelt.

The Coastal District's main beach area is one mile in length, containing approximately 40 acres of area. The main beach is bounded on the north by Seal Way walkway right-of-way, and residential land uses, on the south by the Pacific Ocean, on the west by the San Gabriel River and on the east by the Seal Beach Naval Weapons Station and Anaheim Bay.

Public access is provided via 13 dedicated public streets that end as street stubs at the Seal Way walkway right-of-way. The Seal Way walkway is improved as a public sidewalk from Seal Beach Boulevard to the pier and provides lateral access along the beach. From the pier to First Street, a dedicated right-of-way provides lateral access from the street stubs. (See Map 4.)

The maximum walking distance along Ocean Avenue to a beach access point (street stub) is 230 feet. Due to the short walking distance to beach access points, excellent and convenient access is provided along the length of the main beach area of the City.

The existing street stubs, public (beach) parking lots, and Seal Way right-of-way are presently in public ownership. The 13 street stubs are treated as public roads by zoning regulations which require side street setbacks for properties adjoining the streets. In addition, some garage access exists off these street stubs.

The family-type beach, located at the base of First Street and Ocean Avenue, provides parking, restrooms, a children's play area, showers, concession stand and telephones. The Main Street beach provides excellent swimming and surfing due to the orientation of the beach and absence of harbors and breakwaters. The Main Street beach experiences heavy use similar to other small communities in the Coastal Zone with similar characteristics. This is especially true due to the fact that there are no surfing beaches to the north for 14 miles. Sand volleyball facilities are also at various locations on this beach. In addition to surf fishing, there is an excellent fishing area along the San Gabriel River from Marina Drive Bridge to the ocean. The municipal pier at the end of the Main Street shopping area creates a continuity between the town and the ocean. The pier maintenance is provided by the City. The pier provides pleasure walking opportunities as well as a restaurant and sport and pier fishing facilities.

A series of sand dunes are located in the main beach area. These sand dunes, some of which are in a relatively natural state, are located near the unimproved portion of the Seal Way right-of-way between First Street and the pier. An especially prominent area exists near the First Street public parking area.

In addition to the public beach, there are additional open space uses at: First Street and Marina Drive (Marina Park), an open space greenbelt from Marina Drive to Seal Beach Boulevard and a school playground at 12th Street and Pacific Coast Highway. (see Map 3)

2.2.1.4 TRANSPORTATION

The transportation requirements of Coastal District visitors are currently met by a combination of public beach parking lots, on-street parking, public transit service, a summer beach buggy and an extensive bicycle trail system. The City currently maintains three public beach parking lots located at First Street, Eighth Street and Tenth Street. The lots are located on the ocean side of Ocean Avenue adjacent to the public beach and contain a total of 571 parking spaces (First Street 138 spaces, Eighth Street 226 spaces and Tenth Street 207 spaces). Other public parking facilities are located near the Main Street commercial area. (see Map 5)

In addition to public parking lots, unrestricted on-street parking is available on half of all streets within the area bounded by First Street, Seal Beach Boulevard, Electric Avenue and Ocean Avenue inclusive. Thirty-eight block faces provide approximately 790 parking spaces within two blocks of the beach. Local residents and customers of nearby commercial establishments must compete at times for these spaces.

The Coastal District is served by three public transportation systems: Orange County Transit District, Long Beach Public Transit and Southern California Rapid Transit District. (see Map 6)

1978/1979 DATA FROM BUS LINES

<u>Carrier</u>	<u># Stops</u>	<u>Buses/Pk Hour</u>	<u>Pass/Day</u>	<u>Bus/Day</u>
OCTD	24	9	467	70
SCRTD	1	2	693	68
LBPTC	4	4	275	57
TOTALS	29	15	1435	195

In addition to public transit, the City operates a free bus (Beach Buggy) during the summer months. The Beach Buggy brings children from all areas of the City to the beach during the weekdays. During summer, approximately 175 children ride the Beach Buggy each day to the beach.

The City plans to continue transit service and unrestricted on-street parking in the beach areas during visitor hours. The establishment of periphery parking in an outlying location may also be considered. This type of parking facility could provide a shuttle service to the Coastal District and Surfside Beach.

The City has an established system of both local and regional bike trails. Local trails provide access throughout the Coastal District and the Marina Hill area. In addition, all sections of the City are linked by bike trails that are part of the Los Angeles-Orange County regional bike trail system. North-South trails are located on Seal Beach Boulevard, and on the San Gabriel River bank. East-West trails are located on Electric Avenue, Marina Drive, Pacific Coast Highway, Balboa, Westminster Avenue and Lampson Avenue. (see Map 7)

The bike routes provide transportation from Long Beach, Los Alamitos, Hawaiian Gardens, Cypress, Lakewood, Stanton, Garden Grove, Westminster, Huntington Beach, Sunset Beach and Rossmoor. The City provides free bike parking at the First Street Beach complex and at the Seal Beach Pier. A total of 500 bicycle parking spaces are provided in these lots.

2.2.2 MARINA HILL

The Marina Hill area is bounded by Pacific Coast Highway, Haynes Road, the vacant Hellman property and Seal Beach Boulevard. This area was subdivided in the 1950's into 5000 square foot lots and developed with single family units. Some of the lots were not developed when the property was subdivided. Over a period of approximately 15 years, custom homes have been built on these lots. In addition to the residential development, there is a neighborhood shopping center fronting on Pacific Coast Highway and one public intermediate school in the area. The most frequent construction activity in this area involves room additions and interior remodeling to existing residences.

2.2.3 HELLMAN/ROCKWELL AREA

Bounded by Westminster Avenue, Seal Beach Boulevard, the San Gabriel River and the Marina Hill District, this 336 acre site is under the control of five interests:

- 2.2.3.1 City of Seal Beach - the City police station and City corporation yard are located adjacent to Seal Beach Boulevard (7.3 acres).
- 2.2.3.2 A neighborhood shopping center is located at the southwesterly corner of Seal Beach Boulevard and Westminster Avenue (2.5 acres).
- 2.2.3.3 Orange County Retarding Basin - This 32 acre site is part of the western Orange County Flood Control System and serves as a flood control basin.
- 2.2.3.4 Rockwell Industrial Site - This 109 acre site is bounded by Westminster Avenue, Seal Beach Boulevard, City Police/Yard site and the Los Alamitos Retarding Basin. Presently, Rockwell is the only industrial development in the City. Approximately two-thirds of the site is used for research and development type light industrial uses. The remaining one-third of the site is vacant.
- 2.2.3.5 Hellman Estate - This vacant parcel consists of 180 plus acres of land and is bounded by Marina Hill, Seal Beach Boulevard, the Orange/Los Angeles County Line and the Los Alamitos Retarding Basin/City Yard and Police Station. A portion of this property (10 acres) contains a dense grove of eucalyptus trees which is known as Gum Grove Park. A portion of the Newport-Inglewood Fault is located north of Marina Hill and traverses the Hellman property running parallel to the coast. There are existing archaeological sites in the area which have been identified. There appears to be an existing degraded wetlands east of the San Gabriel River Channel. A portion of the property is used for oil extraction. The complex land use issues in this area have been addressed in the Hellman Specific Plan which was adopted by the City.

2.2.4 SEAL BEACH NAVAL WEAPONS STATION

The Naval Weapons Station contains approximately 3280 acres within the coastal zone boundaries. The Navy has operated the Weapons Station at this location since the early 1940's. All indications are that the Navy will remain at this location indefinitely. Approximately 1200 acres of the Weapons Station has been designated as a National Wildlife Refuge.

Should development proposals on Federal lands be submitted for consistency determination, the City shall make recommendations which insure that the development conforms to the policies and text of the Local Coastal Program and Coastal Act.

The County of Orange operates a public small boat harbor (Sunset Aquatic Park) south of the Weapons Station. This harbor has ocean access via Anaheim Bay. Sunset Aquatic Regional Park consists of two parcels totaling 63 acres. The Park is located within the boundaries of the City of Seal Beach coterminous with the northern portion of Huntington Harbor. The County of Orange purchased the property in 1962 from the United States Government.

2.2.5 SURFSIDE COLONY

This area is bounded by Pacific Coast Highway, Anderson Street (Sunset Beach), the Pacific Ocean and the Seal Beach U.S. Naval Weapons Station (Anaheim Bay). The area was subdivided in the early 1900's into three blocks of small lots (25' x 35' average) as a private, gated community. Originally, small beach cottages were built and used as summer second homes. This area contains approximately 250 lots of which approximately 230 contain residences. In the past ten years, the Colony has experienced recycling of properties from second home beach cottages of one-story to custom three-story year-round residences. Significant increases in property values have corresponded with increased recycling of the property. (see Map 8)

Vehicular access into Surfside Colony is restricted to residents and their guests. One small commercial development is located adjacent to Pacific Coast Highway and Anderson Street.

The public beach in Surfside Colony is 3000 feet (.56 mile) long. The sand beach oceanward or south of the first row of homes on "A" Row, is privately owned for a distance of between 70 feet to 100 feet. The private beach consists of seven acres owned by Surfside Colony LTD. Surfside Beach is bounded on the north by the private beach, on the south by the Pacific Ocean, on the west by the Seal Beach Naval Weapons Station and Anaheim Bay and on the east by Anderson Street (Sunset Beach).

As a condition of a permit issued to Surfside Colony for modification to gates at Anderson Street, access through the Colony was obtained for bicyclists and pedestrians. This access is provided through two pedestrian gateways at Anderson. (These access ways are not signed at this time).

The transportation requirements of regional visitors to the Surfside Beach are met by the bicycle trail along Pacific Coast Highway and by Orange County Transit District, Route One, which has stops at Phillips Street and Anderson Street.

The City has been attempting to obtain a six plus acre military site adjacent to the western end of Surfside Colony since 1977. The parcel, presently used by the Naval Weapons Station, could provide access and beach facilities. A pedestrian easement along a portion of this site has also been discussed as an alternative to obtaining use of the full six acres. Due to the length of time which has been spent on negotiations, and the complexities involved in acquiring use of Federally-owned military property, this land use document cannot present policies which assume that the site is likely to be obtained. A policy addressing the fact that the site may be acquired is considered appropriate only if it admits that the acquisition is tentative and not likely to occur in the immediate future.

2.2.6 DWP PROPERTY

Existing Uses. This parcel consists of nine acres of vacant land. The site was formerly the location of a large power plant of the Los Angeles Gas and Electric Company (now Department of Water and Power), built in 1924. The property has been vacant land since the plant was demolished some years ago. All that remains of this power plant are some lower concrete walls and discharge tunnels. Dominant existing features of the site include a large excavated area with quantities of rubble in the center of the site. A bermed ramp running west from Ocean Avenue to the river remains as an abandoned approach to a demolished bridge.

The site is completely fenced and all excavated areas are covered in order to prevent accidents to trespassers.

2.2.7 STATE LANDS PARCEL

This 2.8 acre state-owned site is located at one of the major entrances to the community at First Street and Pacific Coast Highway. It is highly visible from the Pacific Coast Highway corridor, adjoins the San Gabriel Flood Control Channel and is immediately adjacent to the San Gabriel Channel Bicycle Route. The parcel is presently vacant.

2.2.8 GENERAL HOUSING CONDITIONS

According to a 1976 survey, there were approximately 4872 housing units located in the three coastal zone areas, i.e., Coastal District, Marina Hill and Surfside Colony, distributed as shown below:

	<u>TOTAL UNITS</u>	<u>PERCENTAGE</u>
Coastal District	3,681	26%
Marina Hill	961	10%
Surfside Colony	230	2%

The City's housing stock is relatively new. Close to 80% of the total dwelling units were built after 1960. The City is presently providing some housing assistance to persons of low and moderate income through the Federal rent subsidy program. There is also a mobile home park within the coastal zone which has 120 out of 124 mobile homes under the Redevelopment Agency's low and moderate income program.

The Southern California Association of Governments (S.C.A.G.) Regional Housing Allocation Model does not present individual lower income housing figures for the coastal zone although a figure of 1,725 is indicated as the 1976 target for the City as a whole. S.C.A.G. indicates that the City has met its fair share targets for both the 1976 and most recent periods.

The City's General Plan projects a population of 30,030 for the year 1985 compared with the 1976 population of 26,671. No substantial increases in population or employment opportunities are expected for the City including the coastal zone. The only major residential development anticipated is the Hellman Estate which is expected to provide 1,000 dwelling units.

2.3 EXISTING GOALS, POLICIES, OBJECTIVES, AND LAND USE DESIGNATIONS

Adoption of the present City of Seal Beach General Plan began in October of 1973 with the adoption of a revised Land Use Element. Subsequent adoption of additional elements and amendments have continued to recent times. Excerpts from the plan addressing issues applicable to the 1976 Coastal Act are presented below. These statements of goals, policies, and general objectives are hereby adopted as part of the City's Local Coastal Program.

2.3.1 GENERAL

The following general principles have been adopted to guide the overall development of the City.

POPULATION

"In the face of increasing population pressures, the City should encourage controlled growth while still maintaining its friendly atmosphere."

FEATURES OF THE COMMUNITY

"The City should maintain its own identity and seek new ways to preserve its unique character..."

"...A goal of the City should be to maintain and promote those social and physical qualities which enhance the character of the community and the environment in which we live."

DESIGN REVIEW PROCEDURE

"The City can in the future, if necessary, establish a Design (Architectural) Review Board to review all applications for the construction of new buildings. The goal of such a program is to improve site planning, generate a higher quality of appearance of structures, and of landscaping by both the private and public sectors. This program could easily be enacted for the coastal area where the higher densities require some sense of order.

Design (Architectural) criteria may include the following:

1. Building material will be of a character deemed compatible with a beach environment (wood, brick, et cetera).
2. Roofs shall have a low pitch with no flat roofs. (Flat roofs create a box-like appearance).
3. Where colors are used, they will not be harsh or unharmonious.

The preceding design criteria are of a general nature and should be developed for the community of Seal Beach with the unique environment of the beach in mind. The design criteria would then be enforced through provisions in the zoning ordinance."

INDUSTRY

"Seal Beach should encourage development of non-noxious industry, such as research and development and other light industry, in areas where such activities would be compatible with existing land uses."

NATURAL RESOURCE LAND

"Within the City, areas have been designated for the preservation of natural resources. Natural resource areas would include land set aside for the preservation of plant and animal life, areas required for ecological and other scientific study purposes, bays and estuaries and coastal beaches."

"A portion of Marina Hill contains a dense grove of eucalyptus trees which is known as Gum Grove Park. There are over 800 trees within this facility. This area should be preserved for the enjoyment of the residents of the community."

RESIDENTIAL DENSITIES (Excerpts from Resolution #2830)

"...the Planning Commission recommended to City Council that densities be reduced in the Coastal District to 20 units per acre;..."

"...the City Council directed the Planning Commission to hold a public hearing to amend the Land Use Element to the City's General Plan to reflect lower densities in the Coastal District;..."

"...the City Council of the City of Seal Beach does hereby adopt the amendments to the Land Use Element attached hereto..."

2.3.2 SPECIFIC SUBJECT AREAS

The City's General Plan specifically addresses several subject areas of particular importance to coastal resource protection. The following listing is intended to present the City's existing approach in these areas.

TRANSPORTATION/ACCESS

"Bus, bicycle and other transportation systems will require close cooperation between Seal Beach, other cities and regional bodies in the same manner as street and highway systems have been developed in the past to ensure that completed systems would function effectively...

...Ideally, various systems should operate as an integrated whole to form a unified transportation system...

...Balances must be achieved if we are to deal successfully with the problems of energy, air quality and congestion...

...It is recommended that the City work in close cooperation with the Southern California Association of Governments (SCAG) which has done much work in the area of transportation planning, and the OCTD. Areas of special concern where assistance may be useful are the development of a shuttle system between outlying parking areas and the beach area...

The complementary bus service available to the residents of the City is of vital concern in the transportation system of the City. It not only provides a wider latitude of travel but also stimulates local businesses, due to the convenience of routing. This service is utilized throughout the year and should continue in the future.

Additional coastal area land should not be committed to beach visitor parking; instead the concept of periphery parking in outlying areas with a transport system should be explored. The advantage of periphery parking is that beach visitors from inland Orange County could be intercepted and then transported to the beach via a tram/minibus system, thus alleviating traffic congestion directly adjacent to the beach.

It is perceived that if additional parking were to be required it should be financed through a parking assessment district, or some other financial method other than the City's General Fund."

The transit routes for downtown Seal Beach would utilize Main Street at Electric Avenue as the major bus terminal area. Electric Avenue has historically been the transit route through downtown Seal Beach dating back to the "Red Car" era. The City attempted to utilize Ocean Avenue and Main Street as a major terminal on a one-year experimental basis. The experiment proved to have adverse impacts on local residents. The newly revised routing would again utilize the traditional

Electric Avenue route. The revised routing will also include a major beach carrier (SCRTD) stopping in Seal Beach (Main Street and Electric Avenue) and extending to Bolsa Chica State Beach. This extension provides two beaches for public access.

Curb cuts, wheel chair ramps, and handicapped parking spaces have also been provided on Main Street, Electric Avenue and Ocean Avenue.

BEACHES AND WATERFRONT

"...The shoreline, one of the City's most valuable assets, should be maintained and improved to provide maximum benefits to both residents and visitors..."

"Regional beaches and parks are designated to meet the needs of both residents and non-residents and usually attract a large number of people from outside the immediate area. Generally, these facilities are over 30 acres in size and appeal to all age groups. Natural surroundings and spaciousness are emphasized.

The shoreline of Seal Beach would be considered to be of regional significance. Recreational activities are associated with the ocean, beach and pier. Primary recreational activities include swimming, wading, surfing, pier and sport fishing, sunbathing, jogging, volleyball and some unorganized games.

The City's two miles of coastal beaches provide an environment in which various types of plant and animal life exist. Attempts should be made to maintain an environment in which a majority of these life forms may continue to survive.

Because the littoral currents have been altered, the problem of beach erosion will continue indefinitely. While the Corps of Engineers replenishes sand at Surfside, the City must assume full responsibility for redistribution of sand from the west to the east beach. The City should continue to seek assistance from State and Federal agencies in order that the City might be relieved of a portion of the burden and expense of maintaining this facility of regional significance.

Seal Beach Pier - the Seal Beach Pier, one of the very few piers in use today along the California coastline, should be maintained at its present use to allow for both fishing and pleasure-walking to enjoy ocean amenities. Any needed repairs for the pier should be carried out so that the present use can be continued and enhanced."

HOUSING

The City's Housing Element was revised and adopted and all City housing policies and programs will be contained in that document.

2.3.3 SPECIFIC SITES

In addition to subject area proposals, the City's General Plan also addresses several specific sites considered important in carrying out the requirements of the Coastal Act.

STATE LANDS PARCEL

"A small service commercial area is proposed at the northwest intersection of the Pacific Coast Highway and First Street. Particular attention will be paid to the visual and functional design use or uses for this area because it serves as a major entrance to the community." This site will not be restricted to private uses, such as clubs; it will reflect uses open to the general public.

ORANGE COUNTY FLOOD CONTROL BASIN

"...The last proposal for parks and open space is to convert the present County Flood Control Basin into a joint use facility for both park use and flood control purposes. The County of Orange has agreed to allow a joint use of this facility as long as the City can afford to fund the program."

LOS ANGELES DEPARTMENT OF WATER AND POWER

"This parcel of land, due to its critical location and impact both on economics for the community as a whole and as a physical impact on adjacent property, should be carefully planned for and developed as a whole unit much like the planned unit concept now used for residential developments.

...The following steps are recommended for completion of this project:

1. See that a plan be developed to include both an economic study and design criteria.
2. Put together a "package" for development of the parcel to include:
 - a. An organizational program to promote the project.
 - b. Financial consultants to explore financing the project.
 - c. Consultation between the Agency, the property owner, and developers to help promote the project.

...Since this parcel is critically located both for private development and for public use, a planned unit concept with strict design standards should be applied by the City to assure a high quality development."

NAVAL WEAPONS STATION AND MARSHLANDS

"It is recognized that the Seal Beach Naval Weapons Station, which contains large expanses of open undeveloped land, constitutes a unique situation in a predominately urban setting. It should be a goal of the City to work and cooperate with Federal interests to ensure preservation of many of this area's natural assets. Preserving the marshlands in a pristine state is considered to be a matter of high priority."

2.3.4 SPECIFIC PLANS AND ELEMENTS

The City's General Plan also contains several specific elements and plans which, for the most part, have been implemented. These plans and elements at this time represent existing conditions rather than proposed objectives.

Implementation of the "Bicycle Route Element" has resulted in citywide trails and parking connecting with routes in Orange County, Los Angeles County and Long Beach. The "Specific Plan for the Development of Pacific Electric Right-of-Way" has resulted in the development of a greenbelt with public facilities and limited parking in the Coastal District. The "Specific Plan for Main Street," calling for improvements to the public right-of-way and voluntary upgrading of private property, has been successfully implemented.

The Scenic Highway Element, partially implemented at this time, contains the following statements and designations:

GOALS

It is the intent of this element to protect and enhance the scenic areas traversed by highways.

Objectives

1. To promote the achievement of a "complete highway" which incorporates safety, utility, economy, and beauty with the surrounding environment.
2. To maintain and enhance a scenic route as an integral part of the setting through which it passes without imposing undue restrictions on private property or constricting the normal flow of traffic.
3. To serve the open space objectives of recreation, enhancement of life, and management of incompatible development of areas which should be preserved for historic, conservation or public health and safety purposes.

Policies

1. Encourage the development of a system of local scenic routes within the City, to be enjoyed by all residents and visitors.
2. Protect and enhance esthetic resources within corridors of designated scenic highways and local roadways.
3. Establish and maintain urban scenic highways and local roadways to provide access to interesting and esthetic manmade features, historical and cultural sites, and urban open space areas.

4. Develop and apply standards to regulate the quality of development within corridors of designated scenic highways and local roadways.
5. Remove visual pollution from designated scenic highways and local roadway corridors. (e.g., undergrounding utilities, removing billboards, etc.)
6. Require the development and use of esthetic design standards for reconstruction of all designated scenic highways and local roadways.
7. Coordinate the local scenic roadway system with the bicycle trail network.

"...Ocean Avenue, Electric Avenue and portions of Seal Beach Boulevard and Lampson Avenue are the most attractive local scenic routes..."

"...Until such time as State recognition is acquired, Pacific Coast Highway will be considered as a part of the local scenic route..."

2.3.5 LAND USE PLAN MAP DESIGNATIONS

Most existing land uses in the City's coastal zone are considered to be in conformance with General Plan designations. Map 3, indicates predominant existing land uses west of Seal Beach Boulevard. Map 9, indicates the planned changes for this area. Map 8, indicates the existing and planned uses for the Surfside area. Except for the changes noted, planned uses are considered to be the same as existing uses. These maps and the following designations which explain present and planned uses are hereby adopted as a portion of the City's Local Coastal Program.

LOW DENSITY RESIDENTIAL

Parcels designated for low density residential development are allowed one dwelling unit per legal lot with accessory buildings and ancillary structures such as garages and swimming pools. Home occupations, foster care homes and temporary real estate offices may also be permitted. With conditional approval, mobile homes, public utility buildings, churches, museums, libraries and schools may be allowed. Main structures are limited to two-stories except Surfside which allows three-story structures. The minimum lot size for this designation is 5000 square feet except for the low density area south of Pacific Coast Highway which has a minimum lot size of 875 square feet. Except for Surfside, where lot coverage is determined by setback requirements, maximum allowable lot coverage for low density residential development is 60%.

HIGH DENSITY RESIDENTIAL

Uses permitted on parcels designated for this type of development include all uses permitted under the low density designations as well as multi-unit apartments and condominiums. With conditional approval, parking lots, hotels, condominium conversions, fraternity and sorority houses, private clubs, and board and care facilities may also be allowed. A minimum lot size of 5000 square feet, a maximum building height of three stories and a maximum lot coverage of 75% are among the requirements applicable to this designation. Due to constraints imposed by streets and alleys, new development north of Electric Avenue and east of 12th Street is limited to 17 dwelling units per acre. In other high density residential areas, development is limited to 20 units per acre.

PLANNED UNIT DEVELOPMENTS

The planned unit development may be applied to land under any residential classification. The planned unit development is intended to provide flexibility in site design, more useful open space by eliminating unusable side and/or front yards and the possibility of mixing residential building types. In applying the planned unit development classification to residential land, densities, open space, lot coverage, height and intensity shall be calculated on a project-wide basis.

COMMERCIAL

Uses permitted on land designated commercial include the following professional and service facilities: medical offices and laboratories, professional offices, pharmacies, financial institutions, parking lots, day nurseries, service businesses dealing directly with consumers, general retail stores, and restaurants. Uses permitted upon conditional approval include hospitals, residential board and care facilities, temporary trailers, churches, establishments with on-sale liquor, ambulance service, and pet shops. A maximum building height of 30 feet, a minimum lot size of 7000 square feet and a maximum lot coverage of 75% must be adhered to in this designation.

Commercially designated parcels on the south side of Pacific Coast Highway, the commercial area along Seal Beach Boulevard, the commercial parcel on the north side of Pacific Coast Highway between Main and Eighth Street and the commercial parcels at Electric and Marina are allowed a more intense use. In these areas, besides the uses noted above, the following may be permitted: automobile and boat sales, auto repairing and tire centers, mortuaries, motels, gymnasiums, furniture repair and upholstery shops, fishing tackle shops and retail meat storage lockers. In these areas the following uses may be permitted with conditional approval: day-time car washes, motorcycle sales or rentals, auto service stations, private tennis clubs, veterinary clinics, billiard parlors, drive-in restaurants, and lumber/home improvement centers.

The commercially designated State lands parcel at First Street and Pacific Coast Highway is to be developed with commercial facilities with the uses noted above. The 2.5 acre neighborhood shopping center located at the southwest corner of Seal Beach Boulevard and Westminster Avenue is to continue its present use.

OIL EXTRACTION

In areas designated for oil extraction, conditional approval will be required for the following allowed uses: drilling operations, separation centers, storage tanks and maintenance and operations yards.

PARKS

All parks shown are designated for neighborhood type passive recreation except Gum Grove Park (north of Marina Hill) which is designated as a 10-acre nature area.

SPECIFIC PLANS

1. DWP 9-acre site to be developed with open space on 70% of the site and a hotel on 30% of the site in accordance with the adopted specific plan.
2. Hellman Land, to be developed according to the adopted Specific Plan.

LIGHT MANUFACTURING

In addition to the areas indicated on Maps 3, 8, 9 and 11, the Rockwell International parcel (see Map 2, area 3,) is designated for light manufacturing uses. The designation allows wholesale businesses, aircraft manufacturing, automobile painting and body work, boat building and repair, bottling, light manufacturing and assembling, research and development, veterinary hospitals and warehousing. Design and site regulations include a minimum lot size of 10,000 square feet, a maximum height of 75 feet and a maximum lot coverage of 70%.

In addition to the uses identified for each of the above designations, other uses determined by the Planning Commission to meet the intent of the designation may be permitted.

PUBLIC BEACHES

Uses permitted on public beaches are limited to minor support facilities such as restrooms, lifeguard towers and trash receptacles. Minor ocean-oriented recreational structures such as volleyball nets are permitted as long as they do not require significant alteration to or elimination of sandy beaches.

COMMERCIAL/PARK ZONE (C/P ZONE)

Certain real property within the City is unique due to its proximity to the ocean and its water-oriented character. It is determined to be in the best interest of the City to permit some flexibility in development of said property. Only hotel and/or service commercial uses shall be permitted within the zone. In addition, a minimum of 70% of any parcel within this zone shall be devoted to park uses with unrestricted access to the public. Development of said property shall be subject to the issuance of a conditional use permit.

2.4 LAND USE POLICIES

2.4.1 General

Although present conditions and General Plan policies for the City in most cases exceed the requirements of the California Coastal Act, the Issue Identification and Work Program portions of the local coastal planning process designated three subject areas of potential conflicts and inadequacies: 1) Coastal access/parking; 2) recreation and visitor-serving facilities/new development; and 3) housing. To resolve potential coastal resources related problems, to protect the public's right of access to and along the coast, and to bring existing conditions and policies into conformance with the requirements of the 1975 Coastal Act, the City of Seal Beach adopts the following text and policy statements.

The text and policies set forth in this chapter are, in many respects, the core of the land use plan. They establish the parameters for evaluating development projects within the coastal zone, and set forth the measures that the City shall take to achieve the degree of resource protection required by the Coastal Act. Furthermore, they will serve as the foundation for developing the ordinances that will implement the land use plan.

To ensure that conflicts arising between the Coastal Act and present City provisions are resolved in a manner which meets the intent of the Coastal Act, the following policies are proposed:

- Policy 1: Where policies within the land use plan overlap, the policy which is the most protective of resources, i.e., land, water, air, et cetera, shall take precedence as determined by the City Council's application of Coastal Act policies.
- Policy 2: Where there are conflicts between the policies set forth in the Local Coastal Program and those set forth in any element of the City's existing General Plan or existing regulations, the policies of the Local Coastal Program as adopted by the City shall take precedence.

In addition to these general policies, the following sections present proposals specific to the three issue areas relevant to Seal Beach. Each section begins with applicable Coastal Act policies followed by proposed Local Coastal Program policies.

2.4.2 COASTAL ACCESS/PARKING

(30001.5, 30210, 30211, 30212(a), 30212.5, 30214, 30252)

2.4.2.1 COASTAL ACT POLICIES

30001.5(c). Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources; conservation principles, and constitutionally protected rights of private property owners.

30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

30211. Development shall not interfere with the public's right of access to the sea where acquired through use, custom, or legislative authorization, including, but not limited to, the use of dry sand and rock coastal beaches to the first line of terrestrial vegetation.

30212(a). Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where 1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources; 2) adequate access exists nearby, or 3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

30212.5 Wherever appropriate and feasible, public facilities including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

30214. (part) (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case...

(part) (b) It is the intent of the legislature that the public access policies of this article be carried out in a reasonable manner.

30252 (part) The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service. (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, and (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings...

2.4.2.2 PROPOSED LAND USE PLAN POLICIES

The two areas in which public access is considered to be an issue in Seal Beach are Main Beach and Surfside Colony. Public access in the Main Beach area is at this time in conformance with most of the requirements of the Coastal Act. To assure that this situation is continued, the following policy is proposed:

Policy 3: All existing public beach accessways, including the 13 street stubs and the Seal Way right-of-way shall be maintained by prohibiting development, which will interfere with or restrict the public's ability to reach and utilize the beach.

Although public access exists at the eastern section of the Surfside Beach, the public's ability to utilize the west end of the beach is restricted by fencing and gates surrounding Surfside Colony. At the west end of the public beach, Anaheim Bay and the Naval Weapons Station restrict vertical access at the public beach. In order to comply with the requirements of Sections 30001.5(c), 30210 and 30211 of the Coastal Act, the following policy addresses this deficiency:

Policy 4: Enhance the eastern public access by maintenance and insure its full-time use. Pursue a western access by working with Surfside Ltd. while assuring the right of existing property owners.

Policy 5: Work toward obtaining beach access through the 6-acre military site. Should Federal property be obtained adjacent to the western portion of Surfside Colony, portions of that property shall be used in a manner that provides public access to the public beach.

Section 30210 of the Coastal Act requires that accessways be conspicuously posted. At present, no access signs exist in Seal Beach and the following policy expresses the City's intention to correct this deficiency:

Policy 6: The City shall encourage public access to Coastal resources by means which include information signs at key locations. Priority shall be given to the following sign sites: Pacific Coast Highway and Seal Beach Boulevard, and at the Phillips Street pedestrian gates to Surfside.

The availability of on-street parking sites, public parking lots and transit service in the City have met the access requirements of Section 30210, 30212.5 and 30232 of the Coastal Act. To ensure that these coastal resources continue to be readily available to the public, the following policies are proposed:

Policy 7: A combination of parking availability and public transit service shall be maintained during visitor hours at a level which maximizes the public's ability to easily reach the pier and beach areas (see Map 6)

Policy 8: One-half of all on-street parking spaces between Electric Avenue and Ocean Avenue and between First Street and Seal Beach Boulevard shall be maintained as unrestricted parking to accommodate beach and pier visitors (see Map 5)

Policy 9: Any modification to the access provisions of the Land Use Plan including the text, maps, and policies shall require an amendment as provided in the Local Coastal Program regulations.

2.4.3 RECREATION AND VISITOR-SERVING FACILITIES/NEW DEVELOPMENT

2.4.2.1 COASTAL ACT POLICIES

RECREATION AND VISITOR-SERVING FACILITIES (30210, 30212.5, 30213, 30220, 30221, 30222, 30223, 30250(c))

30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public overuse.

30212.5 Wherever appropriate and feasible, facilities including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single areas.

30213. (part) Lower cost visitor and recreational facilities...shall be protected, encouraged, and, where feasible, provided. Development providing public recreational opportunities are preferred.

30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial activities that could be accommodated on the property is already adequately provided for in the area.

30222. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial or general commercial development, but not over agriculture or coastal-dependent industry.

30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

30250(c). Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated development or at selected points of attraction for visitors.

NEW DEVELOPMENT (30211, 30240(b), 30244, 30250(a), 30242(2)(6), 30253(3)(4))

30211. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

30240(b). Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designated to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

30244. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

30250(a). New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases, for agricultural use, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

30252(2)(6). The location and amount of new development should maintain and enhance public access to the coast by: (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads; (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

2.4.3.2 PROPOSED LAND USE PLAN POLICIES

Existing conditions and planned uses in the Coastal District are generally in conformance with the recreation and visitor-serving/new development requirements of the Coastal Act.

The following policies are proposed to assure that present conditions are preserved and enhanced:

Policy 10: New development, or redevelopment, in the Coastal Zone of the City of Seal Beach shall be in conformance with the scale and character of the existing community and consistent with the City's theme of a small beach-oriented community. Present development requirements regarding densities, structural heights, setbacks and parking spaces shall be continued.

Policy 11: The sand dunes between First Street and the pier shall be protected and preserved for the enjoyment and education of the public.

The public beach area at Surfside is at present lacking in visitor-serving recreational facilities. The following policies address this deficiency:

Policy 12: Where feasible, beach related facilities for the use of the public will be provided on the 6-acre military site adjacent to Surfside.

Policy 13: Should the six-acre site adjacent to Surfside be acquired, that site shall be made available for public use.

To ensure that the beach area at Surfside is protected consistent with Section 30221 of the Coastal Act, the City Council hereby adopts the following policy:

Policy 14: No private permanent structures shall be constructed or extended more than 10 feet onto or over the Surfside beach.

To assure that vacant parcels having the potential to significantly impact coastal resources are developed in a manner consistent with the requirements of the Coastal Act, the following policies are proposed:

Policy 15: DWP Parcel. The Land Use Plan for the Department of Water and Power (DWP) parcel shall be consistent with the City's General Plan zoning designation of C/P and Redevelopment Agency. Development shall be consistent with the adopted specific plan.

The Hellman Estates area (see Map 2) is part of this certification.
The following policy addresses the proposed plan for this area:

Policy 16: The adopted specific plan for the Hellman Estates shall be modified as necessary to preserve wetlands on site.

2.4.4 HOUSING

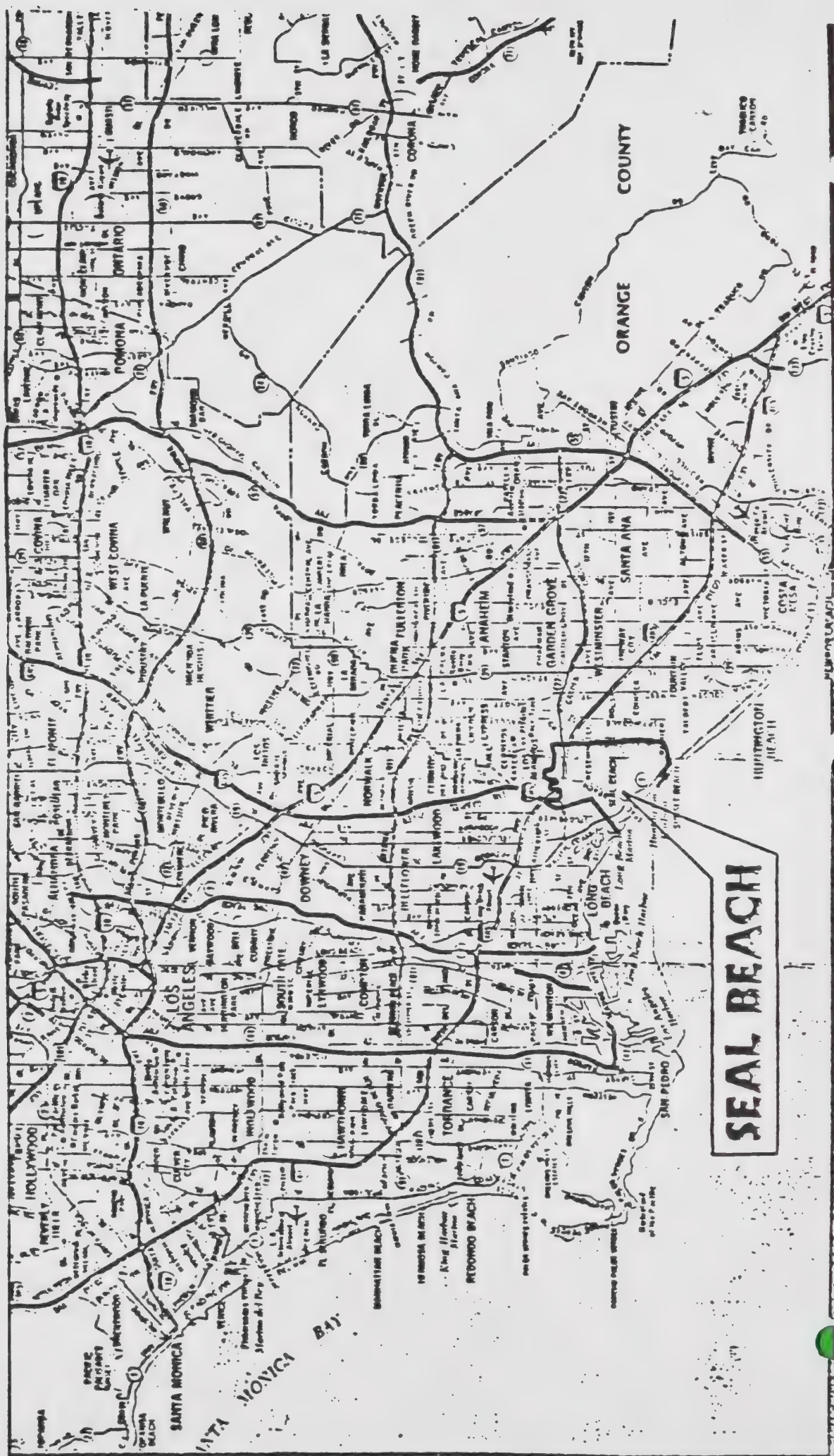
2.4.4.1 PROPOSED HOUSING POLICIES

To mitigate losses of low and moderate housing through demolition of changes in use, the following policy is proposed:

Policy 17: The City shall mitigate and deal with housing in accordance with the Housing Element of the City's General Plan.

MAP 1

VICINITY MAP



SEAL BEACH

MAP 2
COASTAL PLANNING AREAS

U.S. NAVAL

COASTAL ZONE

WEAPONS

STATION

LEISURE
WORLD

SEAL BEACH

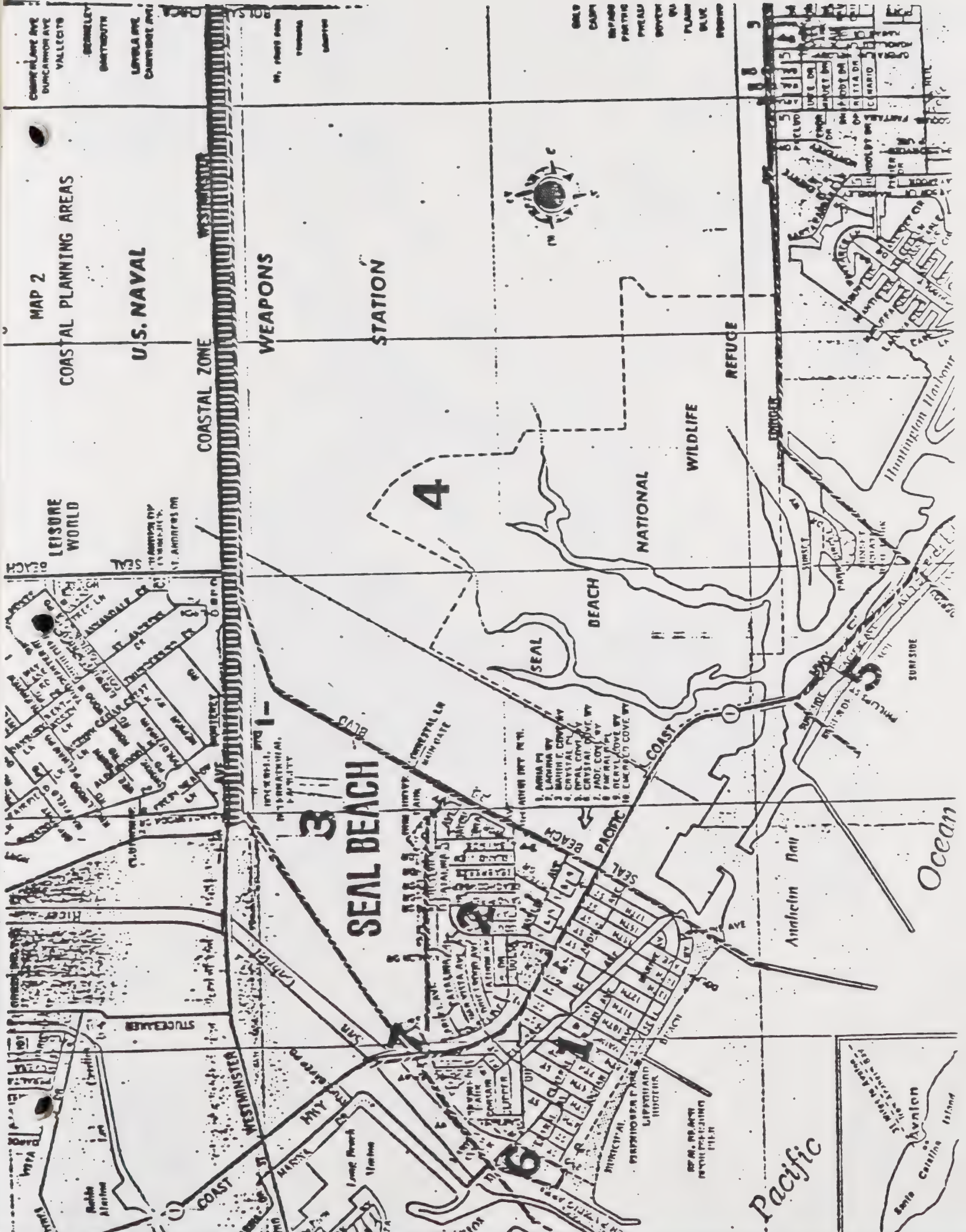
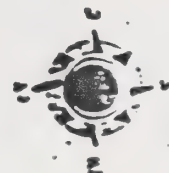
NATIONAL

WILDLIFE

REFUGE

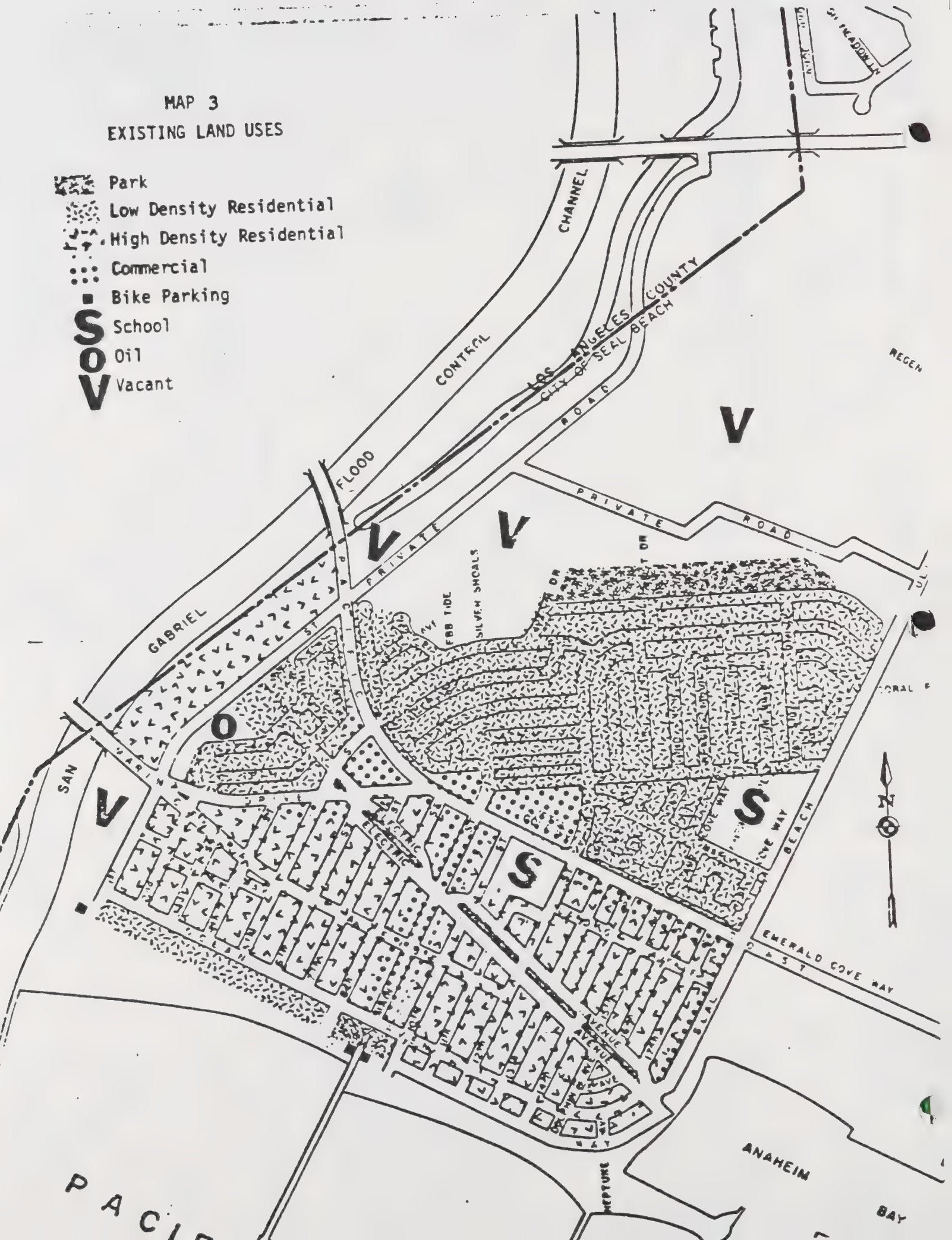
Ocean

Pacific

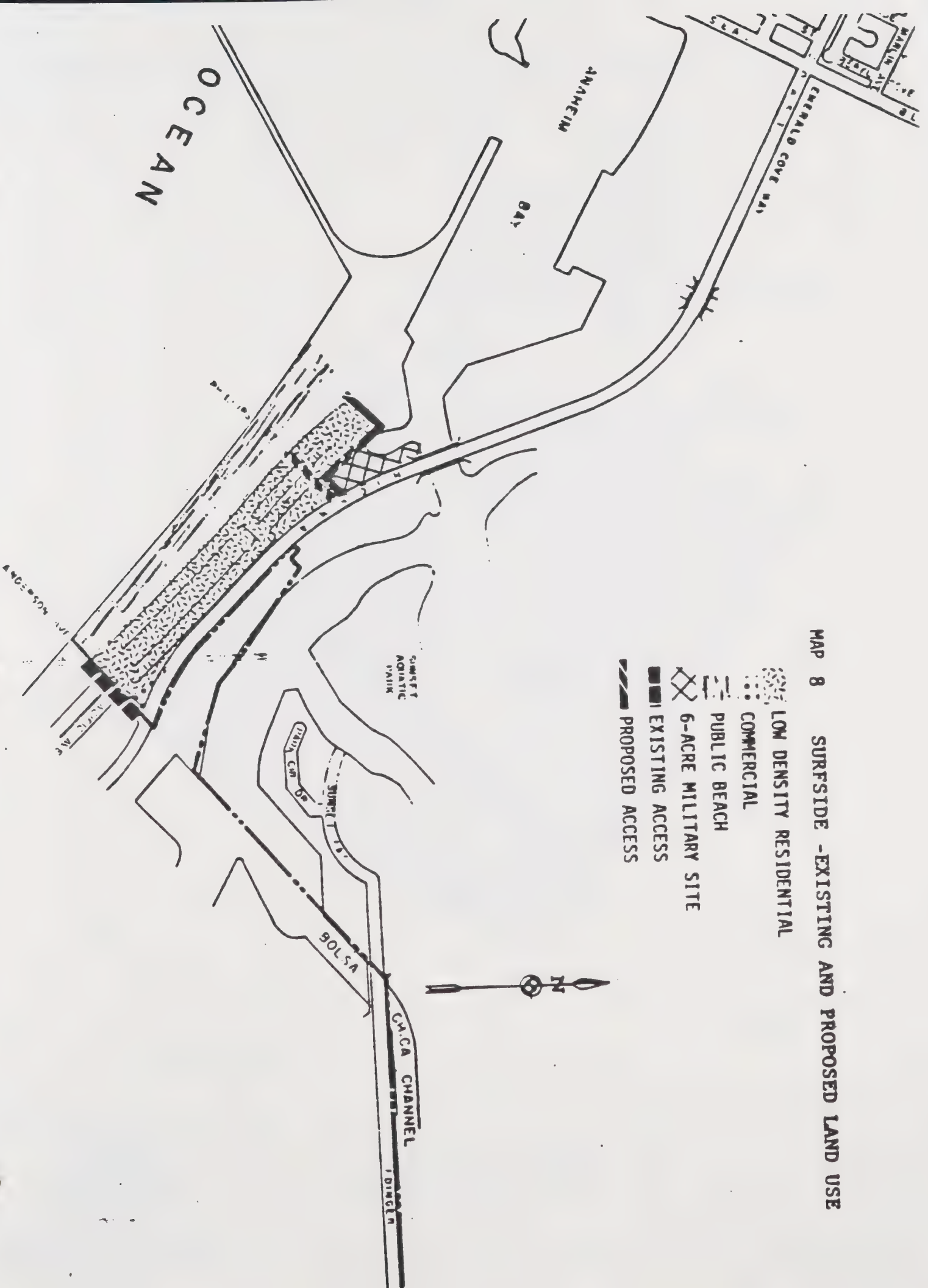


MAP 3 EXISTING LAND USES

- Park
- Low Density Residential
- High Density Residential
- Commercial
- Bike Parking
- School
- Oil
- Vacant



MAP 8 SURFSIDE -EXISTING AND PROPOSED LAND USE

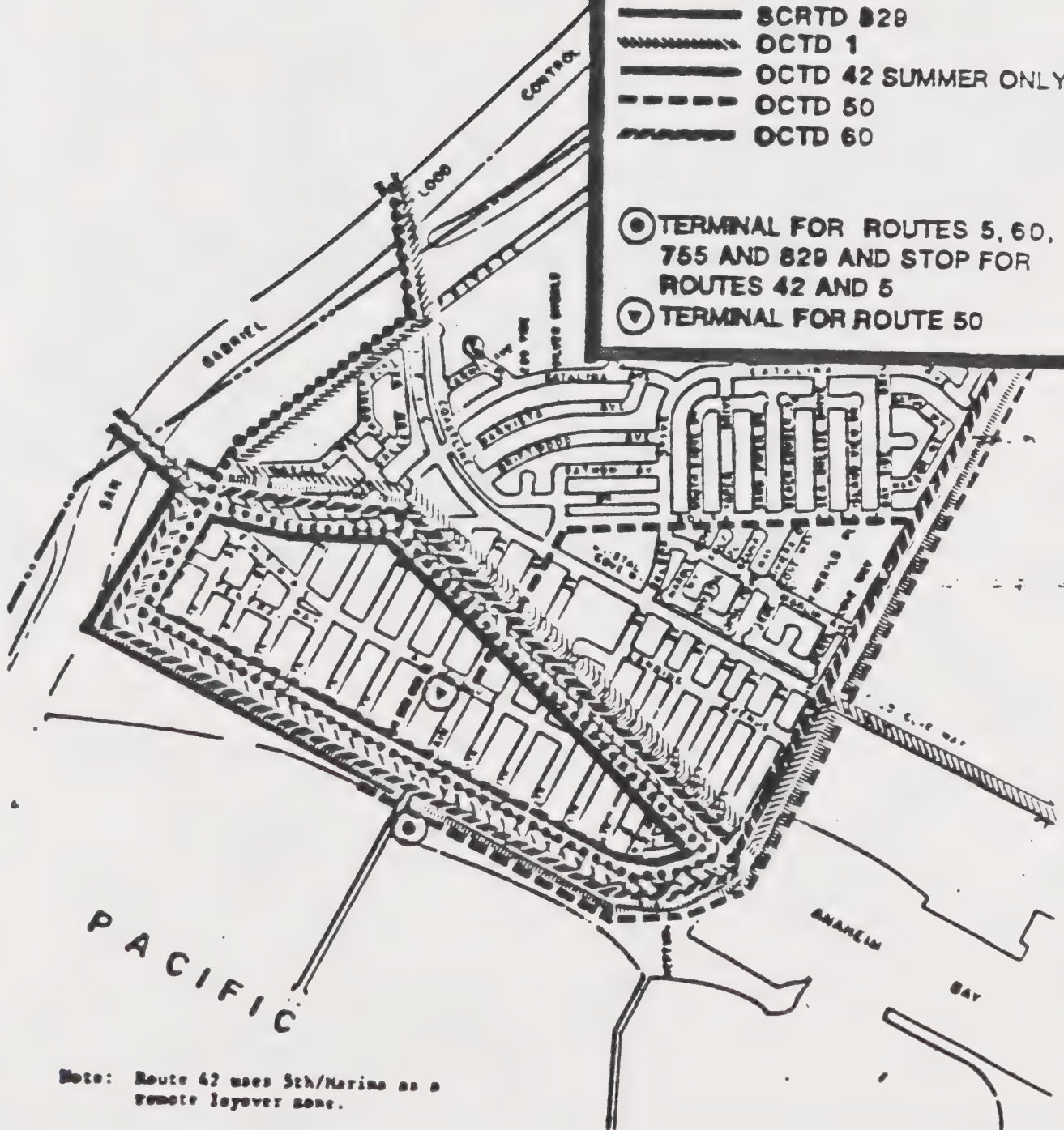


LEGEND

ROUTES

- LBPTC 5
- SCRTD 755
- SCRTD 829
- OCTD 1
- OCTD 42 SUMMER ONLY
- OCTD 50
- ~~~~~ OCTD 60

- ⊙ TERMINAL FOR ROUTES 5, 60, 755 AND 829 AND STOP FOR ROUTES 42 AND 5
- ▼ TERMINAL FOR ROUTE 50



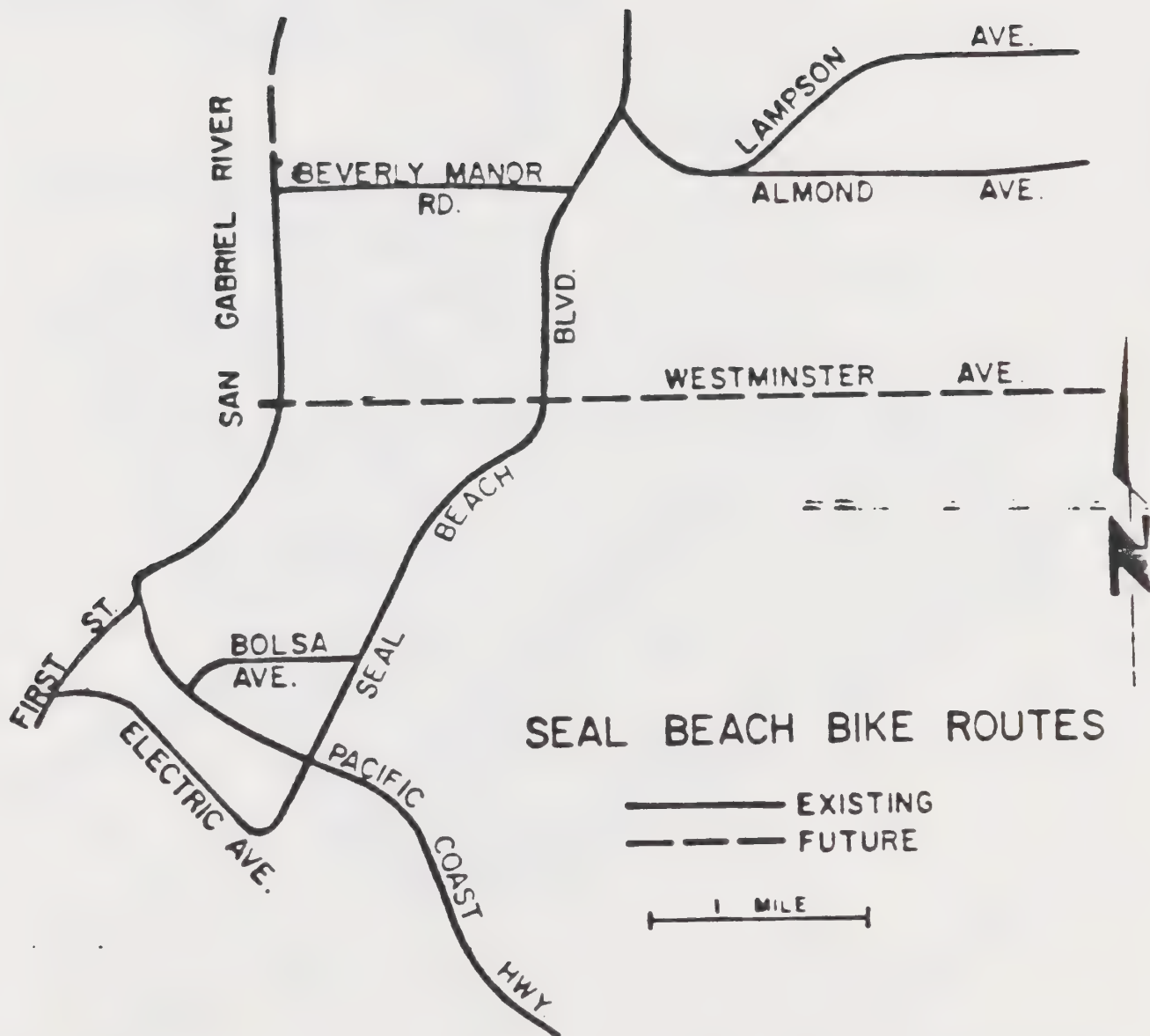
Note: Route 42 uses Sth/Marina as a remote layover zone.

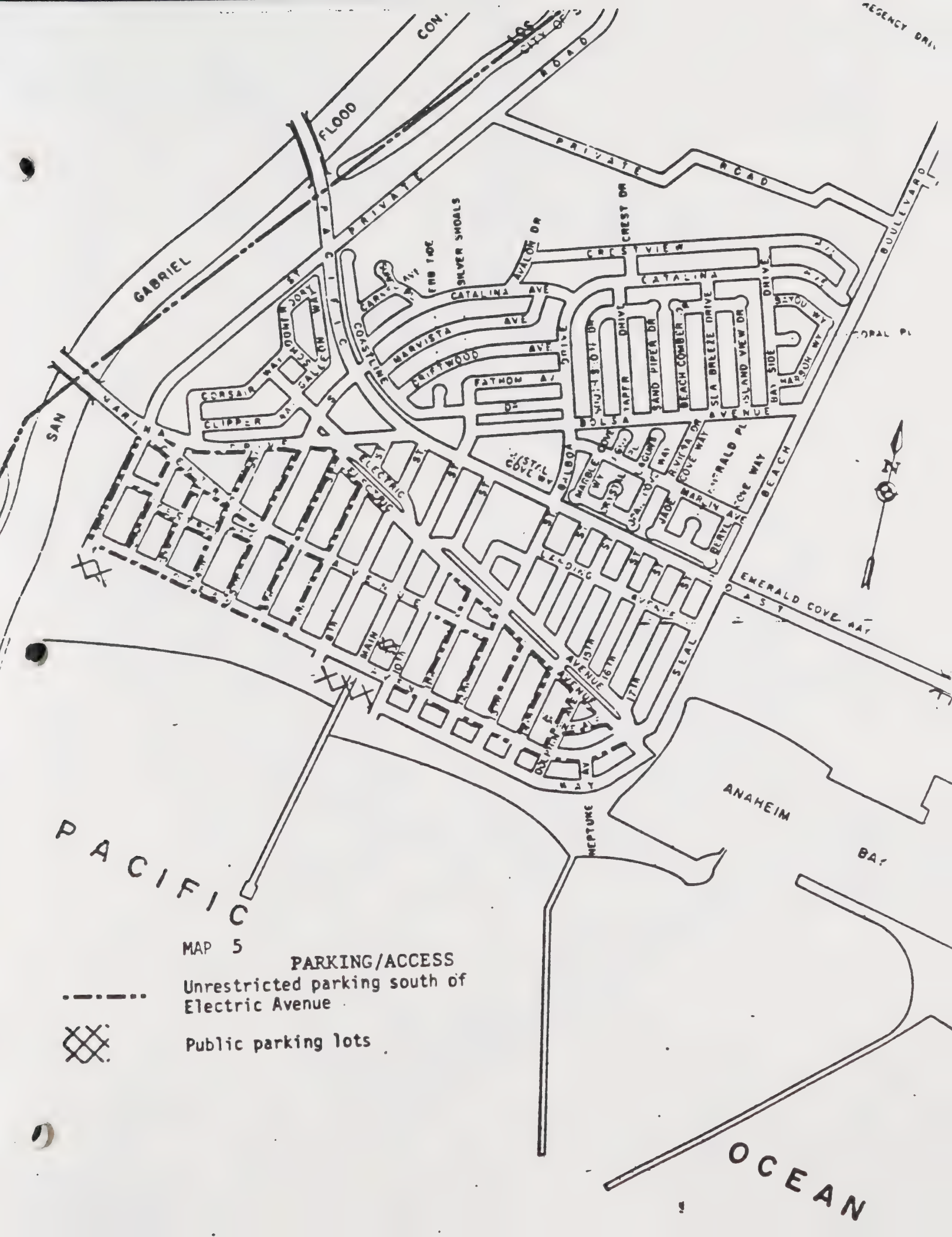
ORANGE COUNTY



TRANSIT DISTRICT

MAP 6
EXISTING TRANSIT SERVICE
DOWNTOWN SEAL BEACH





MAP 5

PARKING/ACCESS

Unrestricted parking south of
Electric Avenue

Public parking lots

OCEAN

MAP 8 SURFSIDE -EXISTING AND PROPOSED LAND USE

LOW DENSITY RESIDENTIAL

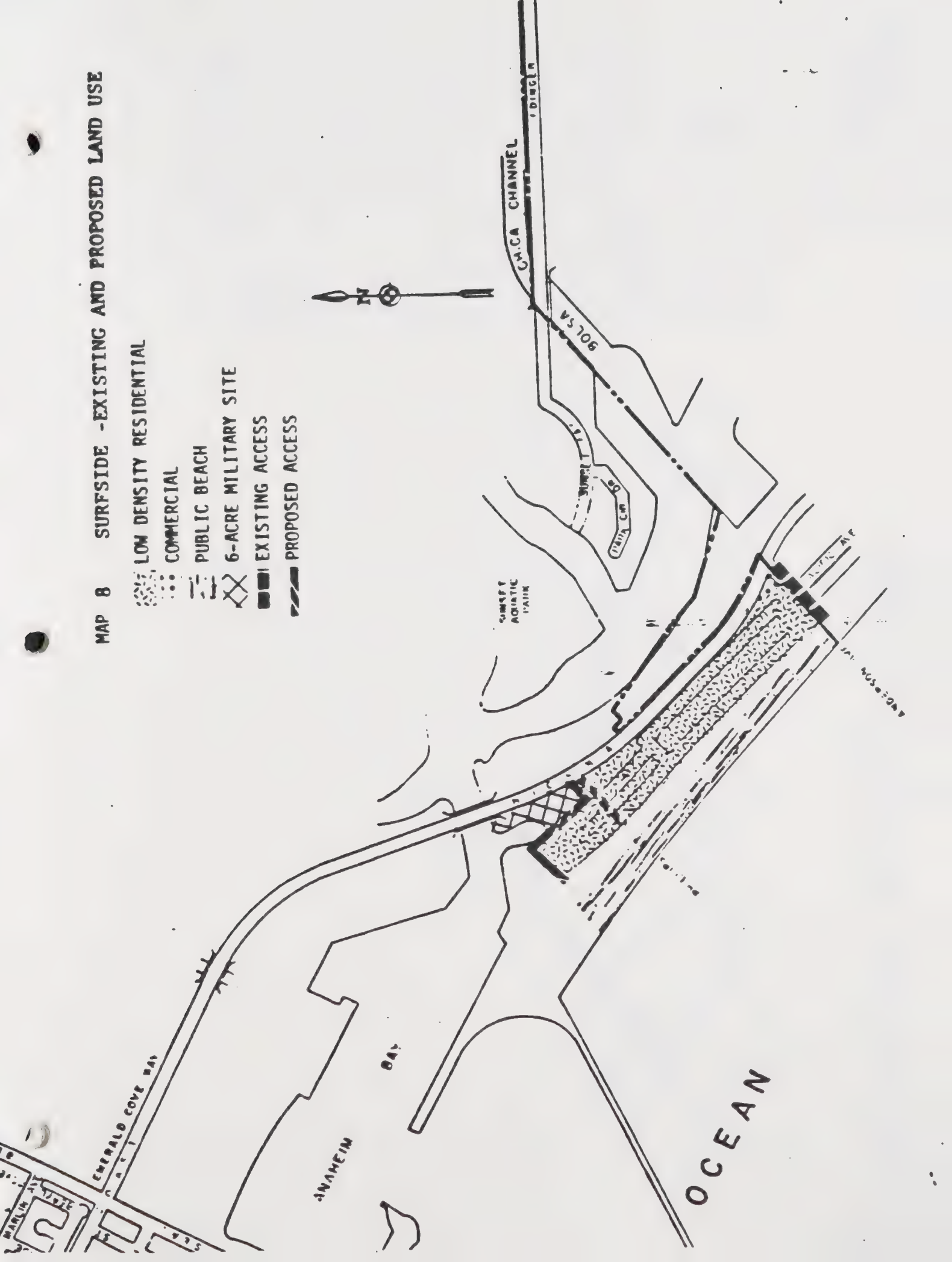
COMMERCIAL

PUBLIC BEACH

6-ACRE MILITARY SITE

EXISTING ACCESS

PROPOSED ACCESS



LAND USE DEVELOPMENT PLAN

LAND USE	PLANNING UNIT	ACRES	ALLOWABLE UNITS
RESIDENTIAL			
SINGLE FAMILY CUSTOM LOTS	1	11.6	35
SINGLE FAMILY 8000 SQ FT LOTS	2	4.8	25
SINGLE FAMILY 5000 SQ FT LOTS	3	10.0	48
	4	31.5	183
	5	6.3	42
SINGLE FAMILY ATTACHED	6	18.8	567
	7	22.6	
MULTI-FAMILY	8	4.9	100
		140.5	1000
OTHER USES			
NEIGHBORHOOD PARK	9	11.1	
COMMUNITY PARK	10	18.1	
OIL PRODUCTION	11	5.3	
FUTURE DEVELOPMENT	12	26.8	
FLOOD CONTROL RETENTION BASIN	13	35.3	
MAJOR ROADS		17.9	
Project Total		225.0	1000
<input type="checkbox"/> OPEN SPACE OVERLAY 6.5 AC AVERAGE DENSITY 4.4 AC/AC			

CIRCULATION

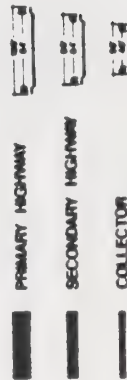
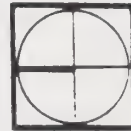


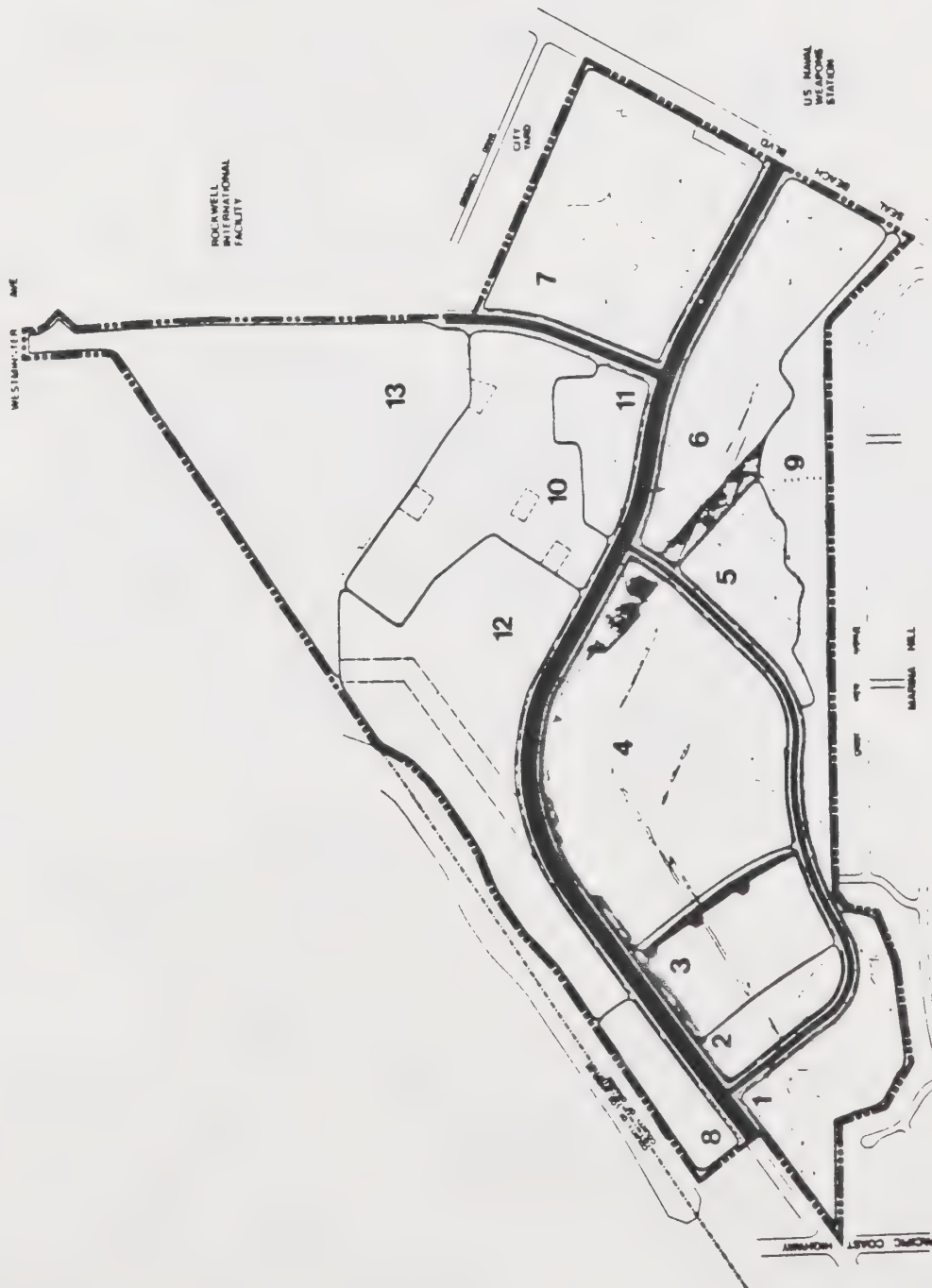
Exhibit A



THE PLANNING CENTER









HELLMAN SPECIFIC PLAN

City of Seal Beach



MAP 10

PROPOSED LAND USES

-  Park
-  Low Density Residential
-  High Density Residential
-  Commercial
-  Bike Parking
-  School
-  Oil
-  Specific Plan



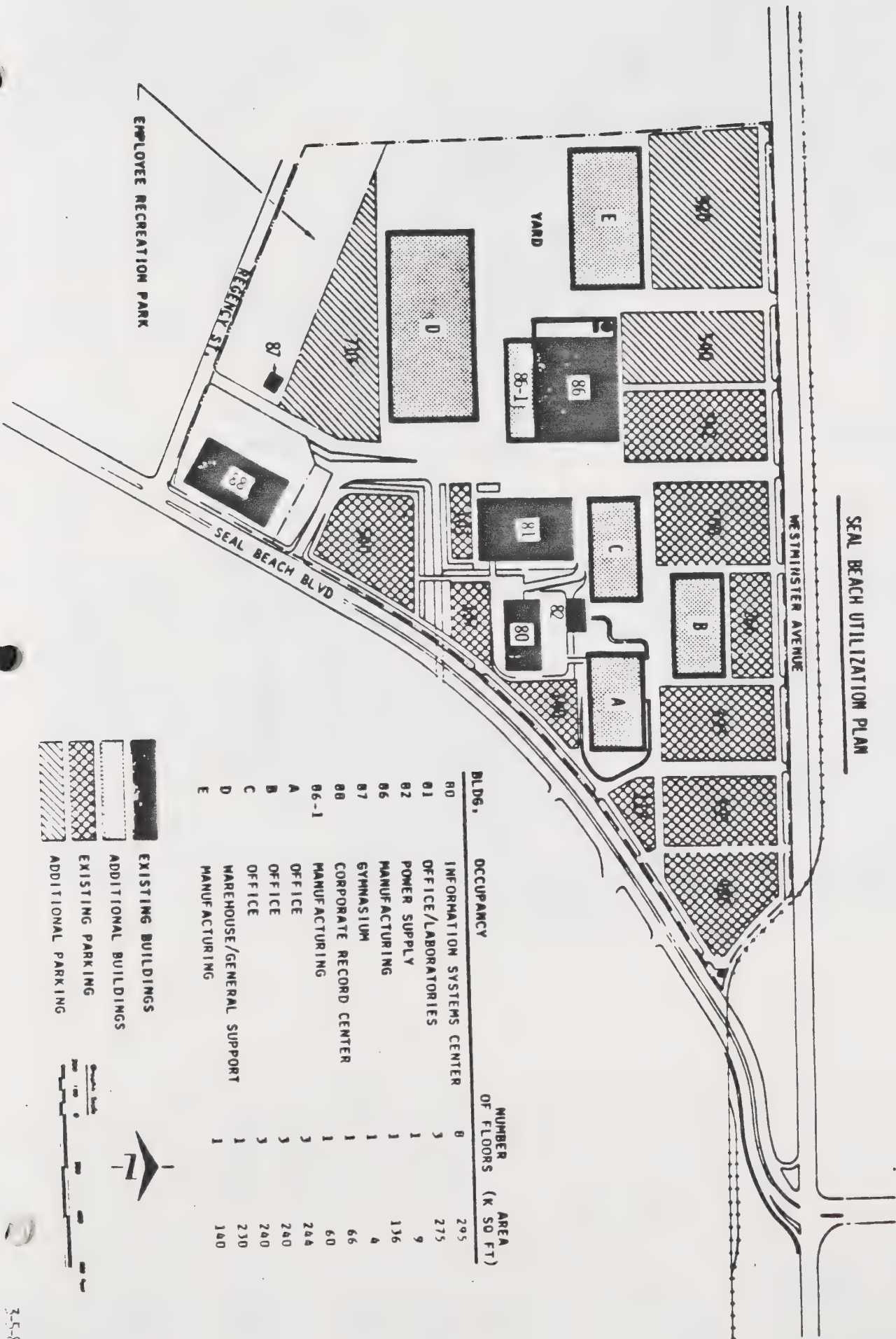
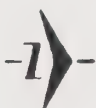
MAP II ROCKWELL INTERNATIONAL

SEAL BEACH UTILIZATION PLAN

EMPLOYEE RECREATION PARK

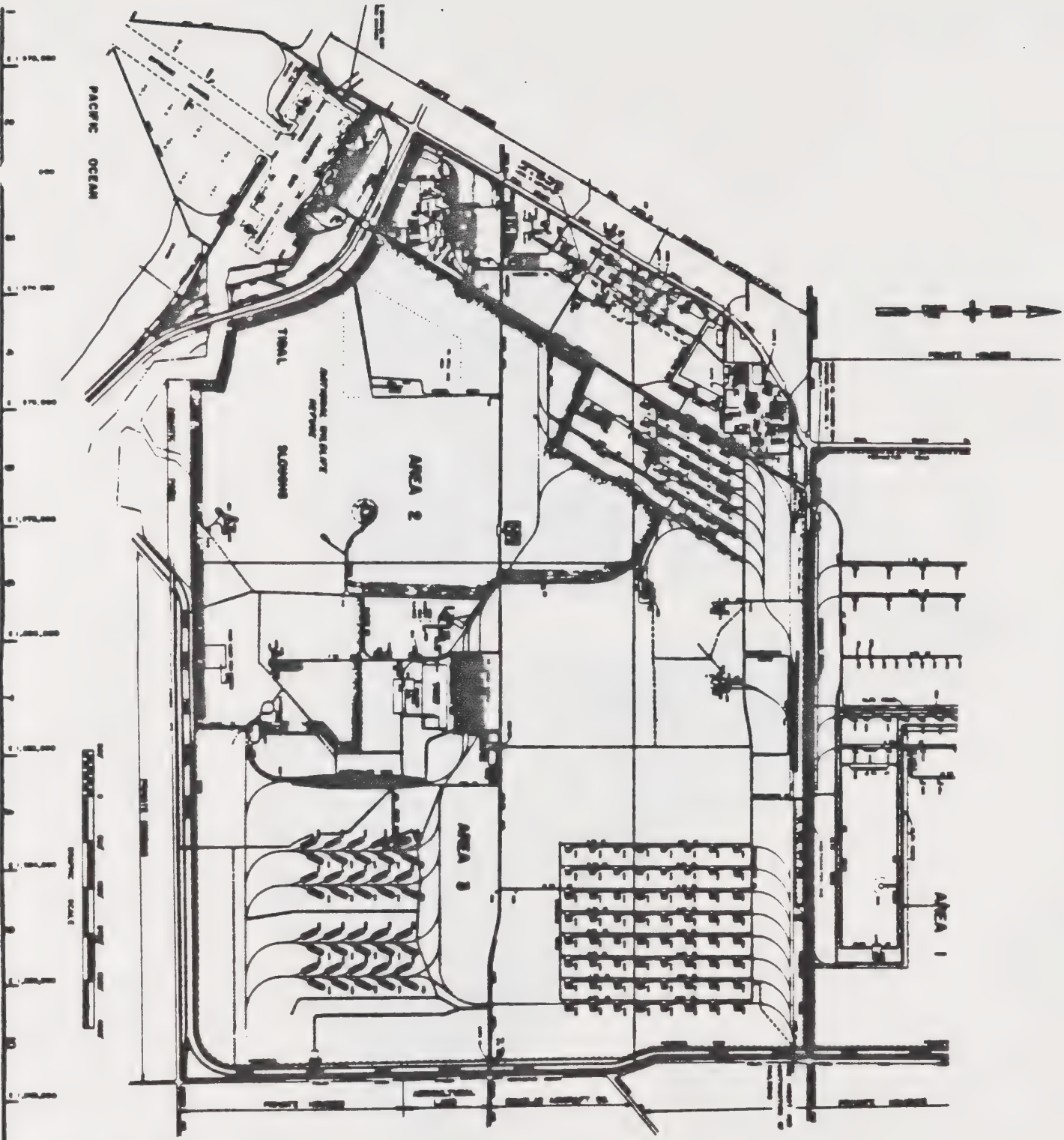
BLDG.	OCCUPANCY	NUMBER OF FLOORS	AREA (K SQ FT)
80	INFORMATION SYSTEMS CENTER	8	295
81	OFFICE/LABORATORIES	3	275
82	POWER SUPPLY	1	9
86	MANUFACTURING	1	136
87	GYMNASIUM	1	4
88	CORPORATE RECORD CENTER	1	66
86-1	MANUFACTURING	1	60
A	OFFICE	3	244
B	OFFICE	3	240
C	OFFICE	3	240
D	WAREHOUSE/GENERAL SUPPORT	1	230
E	MANUFACTURING	1	140

- EXISTING BUILDINGS
- ADDITIONAL BUILDINGS
- EXISTING PARKING
- ADDITIONAL PARKING



SEAL BEACH NAVAL WEAPONS STATION

MAP 1.



LEGEND

- NEW PROPERTY BOUNDARY LINE
- EXISTING FENCE (DASH LINE)
- EXISTING BUILDING OR STRUCTURE
- EXISTING ROAD AND DRIVE DATA
- EXISTING AIR ROAD
- EXISTING AIRFIELD
- NEW EXISTING STRUCTURE
- EXISTING FENCE (DASH LINE)
- AIRFIELD (DASH LINE) BOUNDARY

U.S. NAVAL WEAPONS STATION	
GENERAL DEVELOPMENT MAP	
KEY MAP	
EXISTING STRUCTURES	
1152	
P	

CALIFORNIA COASTAL COMMISSION
SOUTH COAST REGIONAL COMMISSION
666 S. OCEAN BOULEVARD, SUITE 3107
P.O. BOX 1650
LONG BEACH, CALIFORNIA 90801
(313) 390-3871 (714) 546-0648

ATTACHMENT 2

COASTAL DEVELOPMENT PERMIT

Application Number: P-12-14-77-2445Name of Applicant: River Beach Associates11 Marina Drive, Seal Beach, CA 90740

Permit Type: ☐ Emergency
☒ Standard
☐ Administrative

Development Location: 11 Marina Drive, Seal Beach, CA

Development Description: Consolidation of a seven-acre parcel containing an existing blighted, 200-unit trailer park and two, 2-acre vacant parcels into an eleven-acre site which lies within an existing redevelopment area within the City of Seal Beach. Existing trailer park to be redesigned and relocated on six of the eleven acres to accommodate 140 trailer units and cabanas, with a common recreation/laundry and office building with spa, clocktower and 210 open parking spaces. The remainder of the site (five acres) to be developed as 80, two-story, two- and three-bedroom townhouse condominiums ranging in size from 1378-1713 square feet gross structural area. Each unit to have an attached two-car garage and private patio; with 12 guest parking spaces and community swimming pool to be provided for the condominium development, Townhomes: 25-28 feet above centerline of frontage road, Recreation Building: 16 feet above centerline of frontage road, Clock Tower: 36 feet above centerline of frontage road, with conditions. The proposed development is subject to the following conditions imposed pursuant to the California Coastal Act of 1976:

See attached Page 3 for conditions.Condition/s Met On May 3, 1978

By

am by djs

The South Coast Commission finds that:

A. The proposed development, or as conditioned:

1. The developments are in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976 and will not prejudice the ability of the local government to prepare a local coastal program that is in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976.
2. If located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone, the development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act of 1976.
3. There are no feasible alternatives, or feasible mitigation measures, as provided in the California Environmental Quality Act, available for imposition by this Commission under the power granted to it which would substantially lessen any significant adverse impact that the development, as finally proposed may have on the environment.

II. Whereas, at a public hearing, held on March 6, 1978 at Huntington Beach by a 11 to 0 vote permit application number P-12-14-77-2445 is approved.

IV. This permit may not be assigned to another person except as provided in Section 13170, Coastal Commission Rules and Regulations.

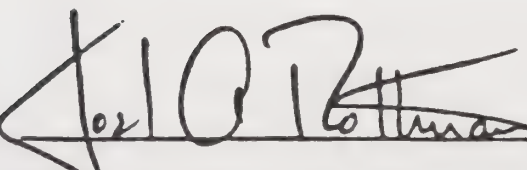
V. This permit shall not become effective until a COPY of this permit has been returned to the Regional Commission, upon which copy all permittees or agent(s) authorized in the permit application have acknowledged that they have received a copy of the permit and have accepted its contents.

VI. Work authorized by this permit must commence within two years from the date of the Regional Commission vote upon the application. Any extension of time of said commencement date must be applied for prior to expiration of the permit.

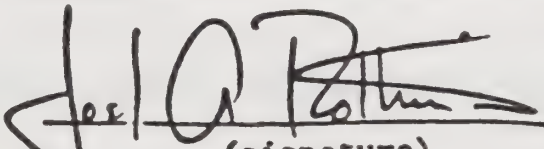
VII. Issued on behalf of the South Coast Regional Commission on

May 3, 197 8.


M. J. Carpenter
Executive Director

I, , permittee/agent, hereby acknowledge receipt of Permit Number P-12-14-77-2445 and have accepted its contents.

May 9, 1978
(date)


(signature)

AN ORDINANCE OF THE CITY OF SEAL BEACH, CALIFORNIA,
ADOPTING THE STATE LANDS SPECIFIC PLAN, AND ADOPTING
THE STATE LANDS SPECIFIC PLAN AS A PORTION OF THE
IMPLEMENTATION PHASE OF CITY OF SEAL BEACH LOCAL
COASTAL PLAN

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY ORDAIN:

Section 1. That the State Lands Specific Plan is hereby approved and adopted, as set forth in Exhibit A hereto, which is incorporated herein by this reference.

Section 2. That the State Lands Specific Plan is hereby adopted as a necessary partial implementing action to the land use component of the City of Seal Beach Local Coastal Plan as it is related to the Hellman Property as specified by Section 30513 of the California Coastal Act of 1976. Further, that the State Lands Specific Plan is consistent with the goals and policies of Chapter 3 of the California Coastal Act of 1976.

Section 3. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application and to this end, the provisions of this ordinance are declared to be severable.

Section 4. The City Clerk shall certify to the passage of this ordinance and cause the same to be published as required by law and the same shall take effect as provided by law.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach, California, at a regular meeting thereof held on the _____ day of _____, 1983.

Mayor

ATTEST:

City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS
CITY OF SEAL BEACH)

I, Joanne M. Yeo, City Clerk of the City of Seal Beach, California, do hereby certify that the foregoing ordinance is the original copy of Ordinance Number _____ on file in the office of the City Clerk, introduced at a meeting held on the _____ day of _____, 1983, and passed, approved and adopted by the City Council of the City of Seal Beach at a meeting thereof held on the _____ day of _____, 1983 by the following vote:

AYES: Councilmembers _____

NOES: Councilmembers _____

ABSENT: Councilmembers _____

and do hereby further certify that Ordinance Number _____ has been published pursuant to the Seal Beach City Charter and Resolution Number 2836.

City Clerk

SECTION A: INTRODUCTION

SECTION 1. AUTHORITY AND SCOPE

The adoption of the State Lands Specific Plan by the City of Seal Beach is authorized by the following:

- a. Title 7, Division 1, Chapter 3, Articles 8 and 9 of the California Government Code (Section 65450 et. seq.). Pursuant to these provisions, the Planning Commission may or shall if so directed by the City Council, prepare Specific Plans based on the General Plan and drafts of such regulations, programs and legislation as may, in the judgment of the Planning Commission, be required for the systematic execution of the General Plan. Such a Specific Plan may include all detailed regulations, conditions, programs and proposed legislation which may be necessary or convenient for the systematic implementation of each element of the General Plan; and
- b. Division 24, Part 1, Chapter 2, Articles 4 and 12 of the California Health and Safety Code which relate to the preparation and adoption of redevelopment plans and amendments thereto by the Redevelopment Agency; and
- c. Division 20 of the California Public Resources Code (which is known as the California Coastal Act of 1976), Chapter 6, Article 2, Sections 30510, 30511 and 30513 which require the submission of zoning ordinances, zoning district map or other implementing actions to the Regional Commission following local government adoption.

SECTION 2. PURPOSE AND INTENT

The State Lands Specific Plan is prepared to provide for the classification and development of portions of parcels of land as a coordinated comprehensive project so as to take advantage of the superior environment which can result from integrated community planning. The concepts, regulations and conditions established by the State Lands Specific Plan are intended to provide for visitor serving land uses and development standards created specifically for the State Lands property. The State Lands Specific Plan functions as both a ministerial and regulatory document in providing for the systematic means of executing the General Plan of the City of Seal Beach. The State Lands Specific Plan provides the opportunity to combine the concepts, procedures and regulations of numerous documents into one. These documents include the Redevelopment Plan for the portion of the Riverfront Redevelopment Project which falls within the Specific Plan area and the implementation component of the City of Seal Beach Local Coastal Plan for the site. The State Lands Specific Plan, when adopted by ordinance, establishes the type, location, intensity and character of development to take place, while providing for creative and imaginative community design concepts which are preferred in dealing with unique site conditions. Alternative zoning regulations, development standards and other regulations have been incorporated into the State Lands Specific Plan in return for increased development sensitivity to serve the present and future residents of the City of Seal Beach.

SECTION 3. LOCATION

The State Lands Specific Plan applies only to that property cited in the precise legal description in Appendix 1. The land use development plan (Exhibit A) is the map indicating the property which is subject to the provisions of the State Lands Specific Plan. Specifically, the site is located at the north west corner of Pacific Coast Highway and Haynes Road and contains 2.74 acres of land.

SECTION 4. NOTES AND CONDITIONS

- a. Unless otherwise specified, all development within the State Lands Specific Plan shall comply with the City of Seal Beach Municipal Code. Terms used herein shall have the same meaning as defined in the City of Seal Beach Municipal Code unless otherwise defined herein.
- b. Any details or issues not specifically covered by this Specific Plan shall be subject to the regulations of the City of Seal Beach Municipal Code.
- c. The approval of development within the Specific Plan area shall be governed by Section 65450 et. seq. of the State of California Government Code.
- d. All construction within the boundaries of the Specific Plan shall comply with all provisions of the Uniform Building Code and the various mechanical, electrical, plumbing, fire and security codes adopted by the City of Seal Beach as established by the Seal Beach Municipal Code.
- e. Environmental assessment for any development shall be completed and certified prior to final action on the project.
- f. Any land use designation not specifically covered by the State Lands Specific Plan shall be deemed inappropriate.
- g. If any regulation, condition, program or portion thereof of the Specific Plan is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision; and the invalidity of such provision shall not affect the validity of the remaining provisions hereof.

SECTION B: LAND USE DEVELOPMENT PLAN/GENERAL DEVELOPMENT STANDARDS

SECTION 1. LOCATION

The general location of all principal land uses is shown in Exhibit A, Land Use Development Plan. All construction within the Specific Plan area shall conform to Exhibit A and the Development Standards. The General Development Standards provide continuity throughout the Specific Plan area by providing generalized standards for all land uses.

SECTION 2. LAND USE CATEGORIES

There is one land use category of land within the Specific Plan area:

Visitor-Serving Land Uses Defined as - Hotel, Restaurants, and General Retail Uses.

SECTION 3. VISITOR-SERVING

a. Permitted Uses

Hotel - maximum number of rooms or suites not to exceed 200 without City Council authorization.

Restaurant(s) - open to general public. Alcoholic beverages may be served and live entertainment is permitted upon City Council authorization.

Retail Uses - open to general public.

Service Uses - to primarily serve hotel guests, but also open to general public.

Meeting/Conference Rooms - to primarily serve hotel guests, but also open to general public.

Banquet Room

Open Space/Recreational Uses - Any recreational and/or open space uses proposed on the site may be available to the public through an agreement with the Redevelopment Agency.

SECTION 4. CIRCULATION

a. Access

All access to the site shall be via Haynes Road (First Street north of Pacific Coast Highway). No vehicular access to the site shall be via Pacific Coast Highway.

b. Improvements

At least half the width of Haynes Road right-of-way for the length of the property shall be improved as a road (to City standards) and dedicated to the City of Seal Beach.

c. Roadway Setbacks

The following minimum setbacks, measured from the roadway right-of-way, shall apply to structures abutting the roadways listed below.

First Street (Haynes Road)	20 feet
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Pacific Coast Hwy.	10 percent lot depth
--------------------	----------------------

SECTION 5. BUILDING HEIGHT

a. Visitor-Serving

The building height shall be determined by the Redevelopment Agency through the architectural review process.

SECTION 6. PARKING

a. General Parking Requirements

Hotel - 1 space per room or suite.

Restaurant - space per 100 sq. ft. of gross floor areas.

Meeting Rooms/Conference Rooms - 1 space per 75 sq. ft. gross floor area.

Retail Use/Service Businesses - 1 space per 300 sq. ft. of gross floor area.

b. Special Conditions

Section 28-2209(4) of the Seal Beach Municipal Code is specifically authorized.

Up to 30% compact parking is specifically authorized

Valet parking is specifically authorized.

c. Parking Dimensions

Conventional Spaces - 20 ft. length, 9 ft. width, 24 ft. turning radius

Compact Spaces - 16 ft. length, 8 ft. width, 24 ft. turning radius

SECTION 7. ARCHITECTURE/ARCHITECTURAL CONTROL

- a. Spanish style architecture shall be used for all buildings and structures located on the site, subject to the approval of the Redevelopment Agency.

SECTION 8. DESIGN

- a. All buildings and/or structures shall be tied together by the following elements:

materials	landscaping	signing
textures	courtyards	lighting
colors	roof lines	hard surface pavement

SECTION 9. UTILITIES

All utilities shall be underground.

SECTION 10.

Any recreational and/or open space uses proposed on the site be available to the public through a participation and disposition agreement with the Redevelopment Agency.

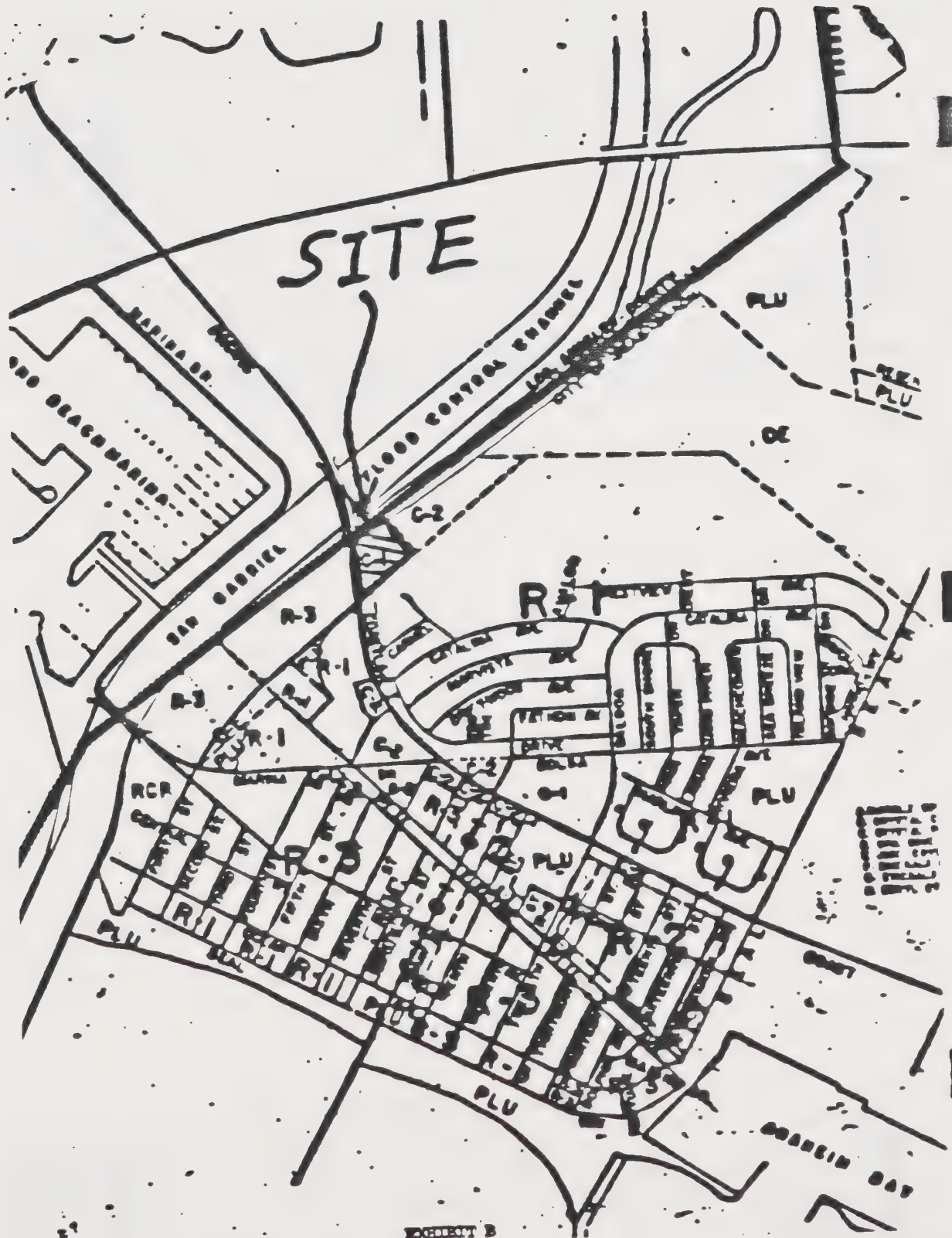
SECTION 11. REQUIRED SUBMITTALS

Fifteen copies of the following shall be submitted as part of the application for City approval of any development in the Specific Plan area:

- a. Site Plan showing all buildings, structures, parking, circulation, landscaped areas, lighting.
- b. Complete floor plans of all floors of all buildings with rooms labeled as to use.
- c. Elevations of all buildings and structures showing height of same as well as height of any architectural projections. All signs shall be shown to scale at the locations proposed. All colors, textures and materials proposed for any improvement visible from the outside of the buildings or structures shall be shown.
- d. Lighting plan showing the type, size, height and location of all exterior lights.
- e. Landscaping plan showing the location, type, size and number of plants, trees or ground cover. Irrigation system and decorative hard surface or walkways shall also be shown.
- f. If a hotel is proposed, a prospectus describing the hotel management company, all proposed uses, intensities, services hours of operation, staffing levels and any other appropriate information requested by City Manager.

SECTION 12.

No building permits shall be issued for any development subject to the State Lands Specific Plan until a site plan submitted to the City in accordance with Section 11 hereof is approved by the Planning Commission.





Ordinance Number _____

EXHIBIT A

LEGAL DESCRIPTION

Parcel 36, page 16, Assessor Map Book No. 43,
also referred to as Parcel No. 043-160-36, in the office
of the Assessor, County of Orange, State of California.

EXHIBIT A

RESOLUTION NUMBER 2482

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEAL BEACH SUPPORTING A COMPREHENSIVE PLANNING SYSTEMS APPROACH FOR DEVELOPMENT IN THE COASTAL PORTIONS OF THE CITY.

- WHEREAS, the city has developed a comprehensive General Plan; and
- WHEREAS, the General Plan contains policies regarding the recreational, open space, and social needs of the community; and
- WHEREAS, these policies have been or are in the process of being implemented through the use of California Redevelopment Law and the city's General Fund Revenues; and
- WHEREAS, a Comprehensive Planning Systems Approach has been developed for the coordinated development of facilities of both local and regional significance; and
- WHEREAS, the Comprehensive Planning Systems Approach is consistent with the intent of Proposition 20 in attempting to maintain and utilize coastal resources for public benefit in an economically feasible manner;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby endorse the Comprehensive Planning Systems Approach outlined in the accompanying report.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting thereof held on the 8th day of September, 1975, by the following vote:

AYES: Council Members Blackman, Hader, McPherson

NOES: Council Members Barton

ABSENT: Council Members None

Sharon S. McPherson
Mayor

ATTEST:

Joan S. McPherson
City Clerk

A COMPREHENSIVE PLANNING
SYSTEMS APPROACH PLAN FOR
THE CITY OF SEAL BEACH
(CPSA)

Prepared by
City Manager's Office
Planning Department

The City of Seal Beach recognizes the entire Old Town section of Seal Beach as a natural resource which must be preserved and developed in an orderly, systematic, integrated system. The Old Town section extending generally from the Hellman properties to the north of Pacific Coast Highway, to the beach, and from the San Gabriel River to Anaheim Bay, can operate as an integrated recreational resource, if properly designed. The purpose of the Comprehensive Planning Systems Approach (CPSA) is to develop a balance of a variety of recreational uses in the coastal zone and to provide for necessary funding requirements.

It is essential and fundamental that the systems approach neither over-emphasize nor under-emphasize a particular use at the expense of other needed uses. The coastal zone of Seal Beach is unique in that there is an opportunity to harmoniously develop a combination of new, active and passive uses with those which presently exist. It is the intent of the City of Seal Beach, through a Comprehensive Planning Systems Approach, to develop the coastal resources in an orderly phasing and development of complementary recreational, open space, and social uses within the coastal zone in an economically feasible manner.

The CPSA elements presently developed are:

1. Parks and Greenbelts;
2. Pier and Beach;
3. Bicycle Trails;
4. Community Center;
5. Park/Natural Area;
6. Utilization of elementary and intermediate school sites in conjunction with Seal Beach School District.

The variety of uses available with present facilities are:

1. Active Uses
 - a. Volleyball, bicycling, running, swimming, surfing, pier and sports fishing, tennis, handball, swimming pool activities, baseball, football, and other similarly active sports.
2. Passive Uses
 - a. 40 acres of open space in one mile of beach;
 - b. Maintenance of vistas and natural settings and viewing points along the coastline;
 - c. Provision of easy access to open space areas

The following is a summary of present facilities.

- 2 -

Parks and Greenbelts

The city has developed a coordinated park system in the coastal area. In addition to the beach, which is recognized as a facility of regional significance, the city has developed a series of parks and greenbelts intended to complement the beach. These facilities offer a variety of vistas, passive recreational areas and natural settings. These have been integrated with a bicycle route system which improves access between the beach and the other recreational facilities.

Pier and Beach

The city controls over a mile of beach between Anaheim Bay and the Alamitos Channel. In addition to the beach, the city maintains a pier. These facilities provide for a variety of recreational activities including swimming, surfing, sunbathing, jogging, volleyball, pier and sports fishing and unorganized sports.

In 1974, it is estimated that approximately 485,000 people used the beaches. During the summer months, (June-September), approximately 285,000 people used the beach facilities.

An acre and one-half park is situated at the base of the Seal Beach Pier and provides scenic vistas of the beach and coast to the west.

Bicycle Trails

The city has developed a system of bicycle paths and trails throughout the city. In the coastal area, this system includes over six miles of bicycle routes along the San Gabriel River and First Street, Marina Drive, Electric Avenue, Pacific Coast Highway and Seal Beach Boulevard. This system has been designed to channel bicycle traffic along scenic corridors between recreational facilities. In order to accommodate bicycle riders, the city provides bicycle parking lots at the beach during the summer months. This summer, over 6,500 people used these bicycle parking lots. This is the third year this service has been provided. It is anticipated that at such time as the bicycle center is established, use of this service will increase.

Community Centers

The city also maintains a one and one-half acre park site and community center near the intersection of First Street and Marina Drive. This facility helps meet a variety of recreational demands in the community, including a tennis court, weight/exercise room, and meeting rooms for recreation department programs and civic groups.

- 3 -

Park/Natural Area

A ten acre grove of eucalyptus trees has been designed as a park/natural area. This park is presently leased by the city and is proposed to be permanently maintained as open space. It is envisioned that this facility may be enlarged in the future to provide direct access to Seal Beach Boulevard.

Elementary and Intermediate School Recreation Sites

In cooperation with the Seal Beach School District, the city provides recreation programs at McGaugh Intermediate School and Zoeter Elementary School. The two school sites, located in the Old Town/Marina Hill area, provide tennis courts, swimming pool, handball, open athletic field, and basketball facilities which are available to the public.

The CPSA elements still available for development:

1. Completion of bike trail system to fully integrate each area and provide easy access from one area to another.
2. Completion of approximately three acre passive recreation site adjacent to the San Gabriel River Channel on the present Department of Water and Power property site.
3. Completion of the Pacific Electric Right of Way Greenbelt park area.
4. Possible construction of a Library/Senior Citizens facility on the Pacific Electric Right of Way.
5. Possible extension of the ten acre Gum Grove Park/Natural Area.

The elements of the CPSA to be considered are:

1. Completion of Bike Trail System

The remaining section of the bike trail system will connect the thirty miles of the San Gabriel River Bike Trail to a southerly terminus in Seal Beach. The section to be developed includes a portion of the Department of Water and Power property, adjacent to the San Gabriel River. The trail will be a portion of, and be complementary to, a planned, three acre open space, passive, recreation area on the DWP property.

2. Completion of approximately three acres of park site on the Department of Water and Power property

Three acres of the nine acre Department of Water

and Power property has been designated for open space use by the city. The portion of the site proposed to be used for park purposes parallels the San Gabriel River and provides a scenic vista of the Long Beach skyline and the Palos Verdes Peninsula as well as the river. In addition, this facility will also accommodate passive recreational activities.

It is envisioned that the remainder of the site is not needed to meet the open space requirements of the community and should be made available for development consistent with the Residential, Commercial, Park (R/C/P) zoning presently on the parcel.

3. Completion of the Pacific Electric Right of Way Greenbelt park area

The city's Redevelopment Agency recently acquired and is in the process of developing an eight acre abandoned railroad right-of-way as a greenbelt park. This greenbelt bisects the coastal portion of the city and is in close proximity to the beach.

When completed, the Pacific Electric Right of Way will include meandering sidewalks, rest areas, and open space areas.

4. Possible Construction of a Library/Senior Citizens facility on the Pacific Electric Right of Way

The right-of-way will accommodate a Senior Citizens/Library facility between 7th and 8th Streets. The Old Town section is currently served by a small library near the City Administration Building. There are no facilities which can satisfy the needs for senior citizen activities in the older section of town.

5. Possible Extension of Gum Grove Park/Natural Area

There is land available into which the ten acre Gum Grove Park could be expanded. The expansion would provide open space areas for active recreation uses. The proposed area could extend east to Seal Beach Boulevard and would connect with bicycle trail systems to the beach and San Gabriel River Bike Trail.

6. Possible Addition of Bicycle Support Facilities Adjacent to the San Gabriel River Bike Trail

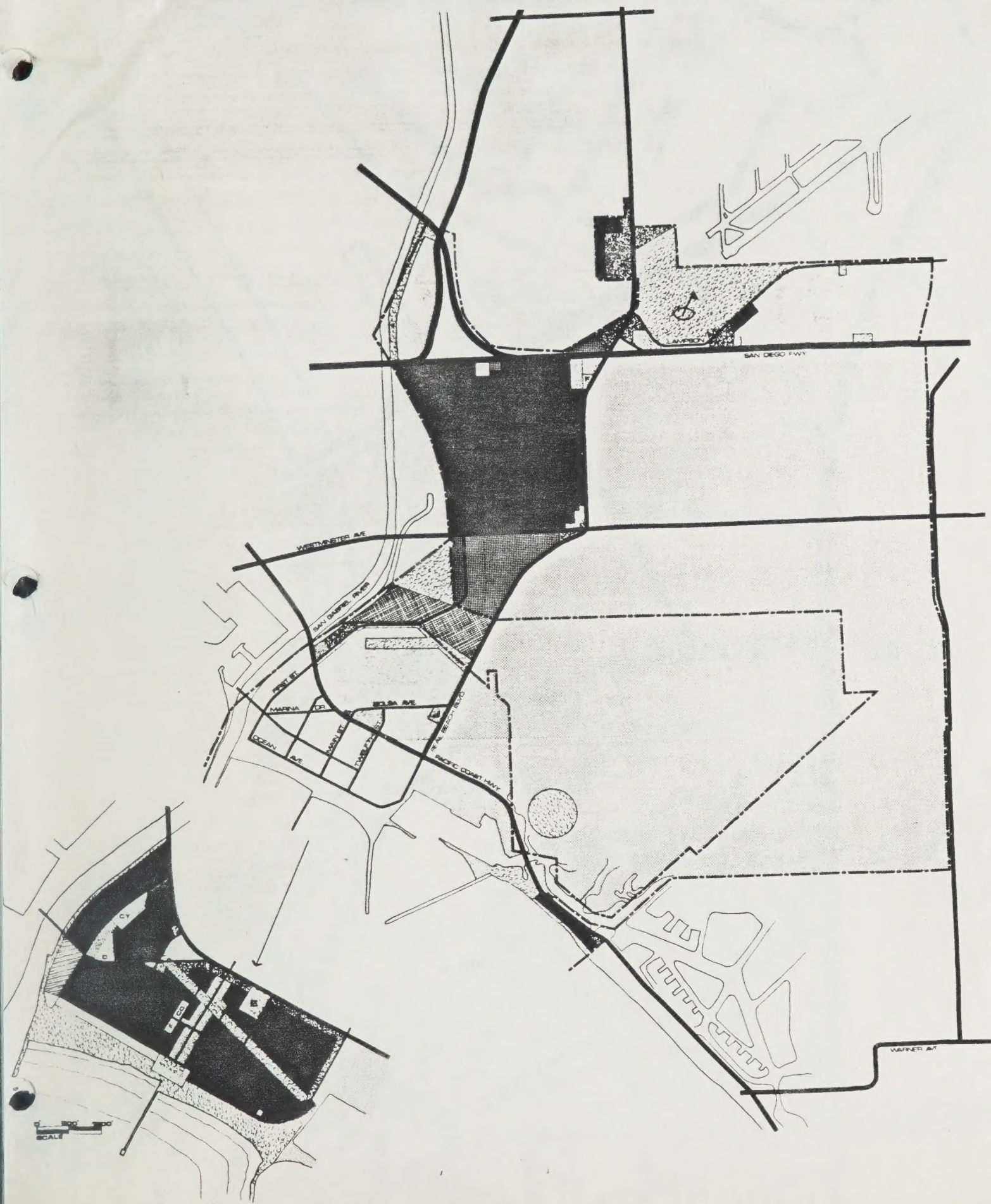
A bicycle rest area and center is proposed to be developed either at the northwest corner of Pacific Coast Highway and First Street or at the First Street parking lot. This facility would serve as the coastal terminus of the San Gabriel River Bike Trail. This route is approximately thirty miles long and has its inland terminus in the Whittier Narrows. It is anticipated that the route will serve between 2,000 and 8,000 bike riders

- 5 -

per day. It is envisioned that this facility would contain a rest area, restrooms and possibly, a bicycle repair shop and concession stand.

The city encourages maximum use of the recreational facilities. In support of this, Seal Beach also operates a free bus system within the city limits. This year, round trip service provides people the opportunity to have free bus transportation from the interior portions of the city to the beach. The bus makes five round trips each day and provides a daily service to between 300 and 500 people. During the summer, an additional bus is provided to help with beach demands. It is estimated that there were between 14,000 and 18,000 fares this summer season on the additional summer bus.

The Comprehensive Planning Systems Approach (CPSA) provides for maximum utilization of the coastal zone area's recreational resources. The plan balances each type of recreational use, be it open space, park, beach passive or active, in a complementary manner and provides for an economic means of carrying out the plan. The plan is consistent with the city's General Plan, and other past policy statements to develop the coastal resources to satisfy the recreational and social needs of those using the area and to make facilities easily available to all who wish to use them.



CITY OF SEAL BEACH LAND USE PLAN

RESIDENTIAL

- LOW DENSITY
MINIMUM LOT AREA - 5000 SQ. FT./D.U.
- MEDIUM DENSITY
MIN. LOT AREA - 2500 SQ. FT./D.U.
MIN. LOT AREA PLAN DIST. 1 - 1875 SQ. FT./D.U.
- HIGH DENSITY
MIN. LOT AREA - 1350 SQ. FT./D.U.
MIN. LOT AREA PLAN DIST. 1 - 1250 SQ. FT./D.U.
- RESIDENTIAL/COMMERCIAL PARK

PUBLIC

- PARKS & OPEN SPACE
- SCHOOLS
- PUBLIC
 - CC - CIVIC CENTER
 - CT - CITY CENTER
 - ST - STATION
 - CC - COMMUNITY CENTER

COMMERCIAL

- PROFESSIONAL OFFICE
- SERVICE
- GENERAL

QUASI-PUBLIC

- GOLF COURSE

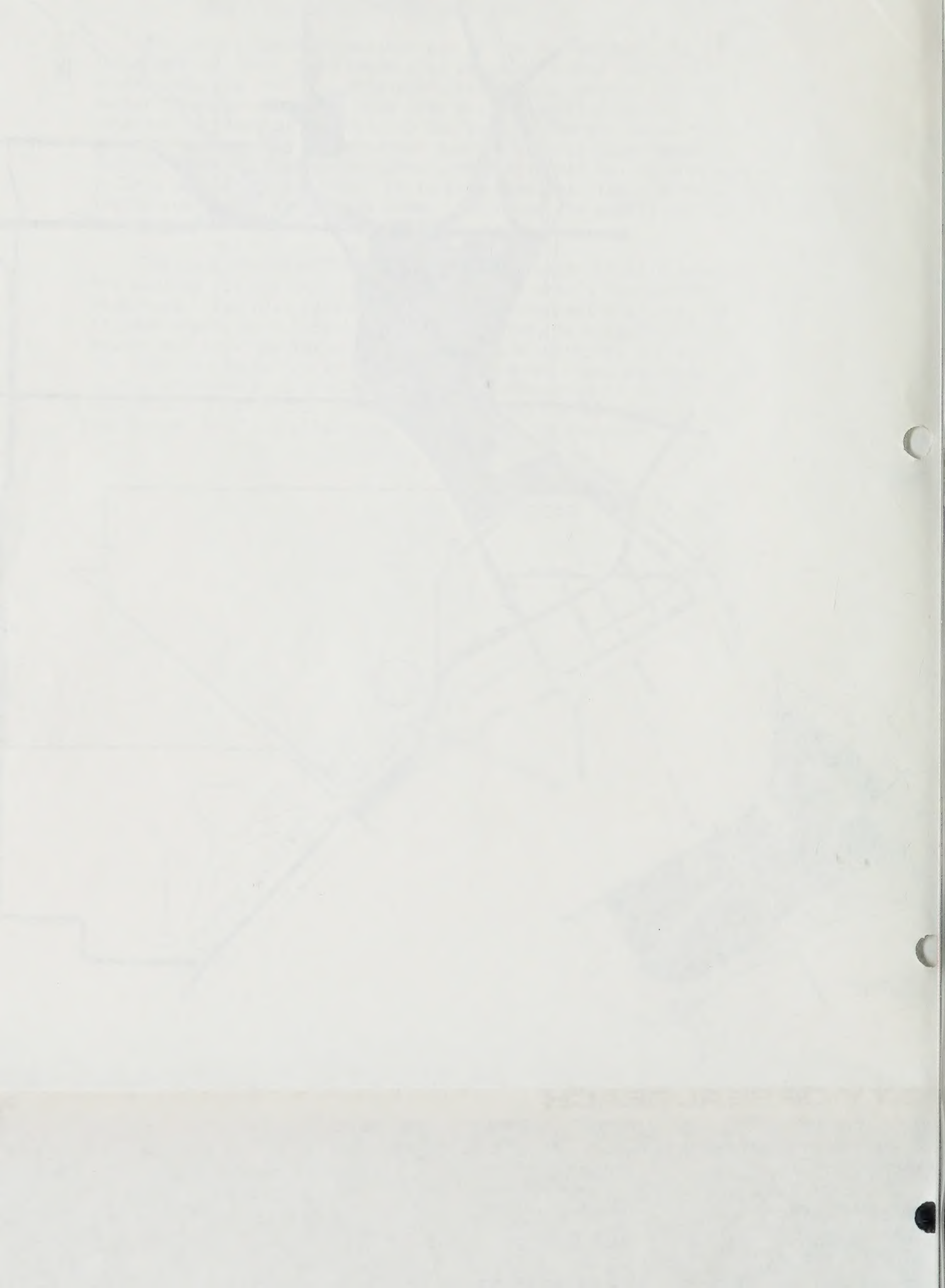
INDUSTRIAL

- LIGHT
- OIL EXTRACTION

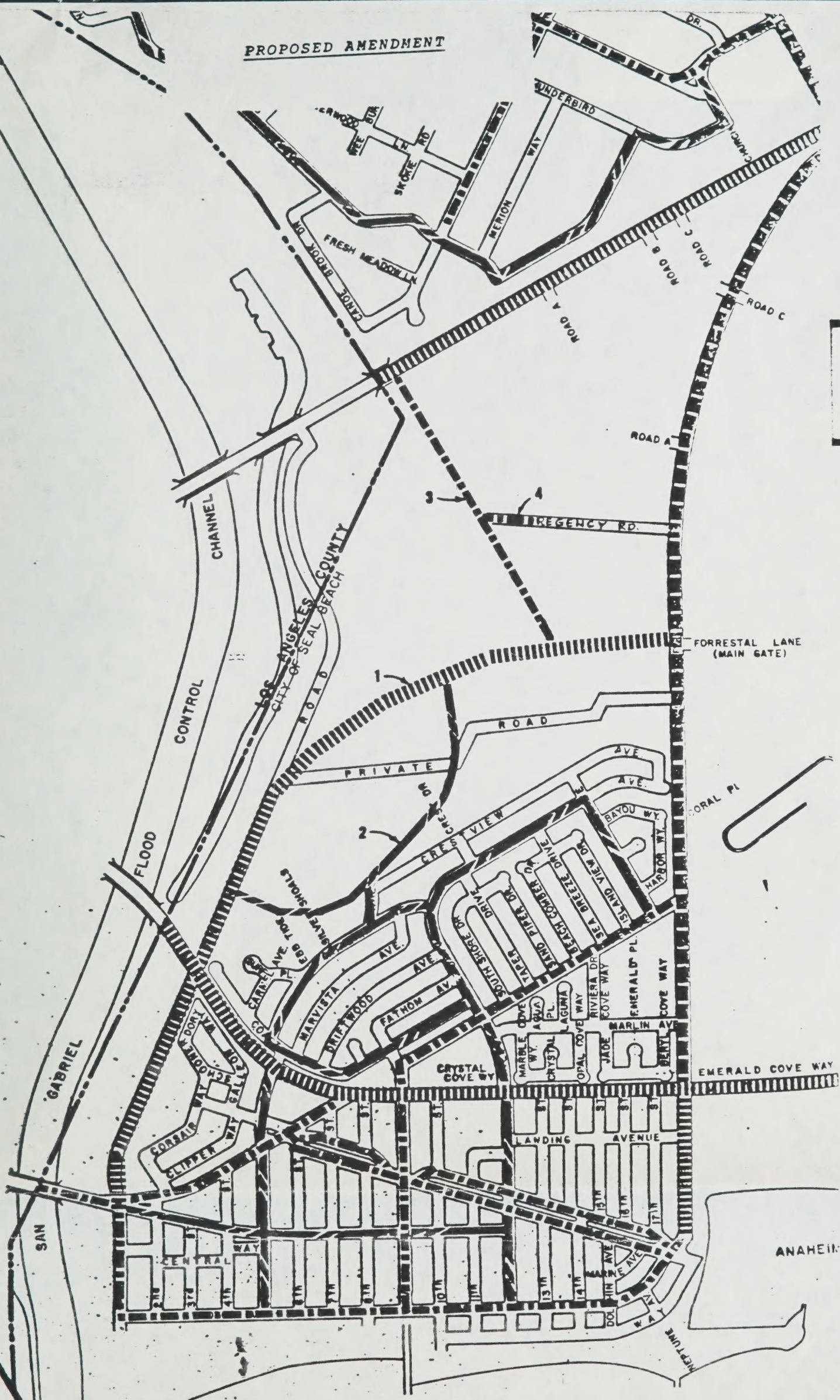
MILITARY

- MILITARY

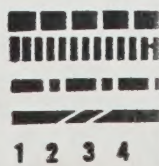




PROPOSED AMENDMENT



MAJOR - 120' RIGHT OF WAY
 PRIMARY - 100' RIGHT OF WAY
 SECONDARY - 80' RIGHT OF WAY
 PRINCIPAL
 NEW PROPOSED ROADS



U.C. BERKELEY LIBRARIES



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